

THE "SIX"

Force-feed lubrication; oil filter—plenty of clean oil.
Semi-automatic choke control—no oil dilution.
Thermostatically controlled cooling, fully automatic.

HONG KONG HOTEL GARAGE

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The Hong Kong & Shanghai Hotels, Ltd.

China Mail

ESTABLISHED 1846

TO-DAY'S DOLLAR.—The closing rate of the dollar on demand, to-day was 11 1/4.

No. 27,708 HONG KONG, THURSDAY, JANUARY 29, 1931. PRICE \$3.00 Per Month.

A SECRET?

An Irish Motorist thinks that the Dunlop Rubber Company possess a valuable secret. Read what he says:—

"... from practical experience I have been long since convinced that Dunlop covers and tubes are the best made for cars, motor cycles and cycles. I say this from long experience."

"The Dunlop Company, I think, is like Calumet & Co. It has a manufacturing secret, undiscovered by its competitors."

The Dunlop Rubber Co., (China) Ltd.
Pedder Building. Telephone 24554.

ELLIS KADOORIE SCHOOL.

Introduction of New Head Master.

DISTRIBUTION OF PRIZES.

The Great Hall of the Ellis Kadoorie School was crowded with pupils this morning, assembled for the annual prize-giving. Among those on the platform were Mr. G. P. de Martin, M.B.E., B.A., Director of Education, Mr. W. Kay, M.A., head master, Mr. A. T. Hamilton and Mrs. Hamilton, Mr. F. J. de Rome, M.B.E., and the Rev. G. T. Waldegrave, M.A.

After reading the report, Mr. Kay introduced Mr. Hamilton as the new head master and called upon Mrs. Hamilton to present the prizes.

Mr. de Martin then addressed the pupils as follows:—

I want to say a few words to the boys. I will tell you first in English, then Mr. Lau is kindly going to repeat my words in Chinese so that the small boys will understand as well as the big boys. And I want you to tell your parents when you go home for the holidays. When you come here to Class 8, you begin English and go on learning Chinese. You cannot come to Class 8 if you are too old. But a maximum is not a minimum. You may come at 12. You may come at 11. You may come at 10, if you can pass the Chinese Entrance Examination. You begin to learn English which is a new language. It is easier to begin a new language if you are younger. Suppose there are two boys aged 10 and one comes to Class 8 but the other waits till he is 12. What happens? The early boy gets a start of 2 years. He is in Class 6 when the other boy enters Class 8. He leaves school 2 years before; goes into business or enters the University 2 years before; earns his own living and relieves his parents two years before. He is two years ahead all his life. Try to pass the entrance examination early. If you do so, and fail, it does not matter because you can try again. But if you fail at 12, you cannot try again in this school. Good schools do not want old boys beginning to learn a new language too late. I expect many of you have little brothers. I am telling you this for their sakes.

In concluding Mr. de Martin thanked Mrs. Hamilton for coming to present the prizes.

Replying on behalf of his wife Mr. Hamilton said that she felt greatly honoured, particularly so because it gave her such a pleasurable introduction to the pupils and school, with which she soon hoped to become better acquainted.

Appeal to Scouts.

The Rev. G. T. Waldegrave spoke to the pupils on behalf of the Boy Scout movement. He said that when H.R.H. the Prince of Wales came to Hong Kong in 1922 he inspected the Boy Scouts at Government House and commented particularly on the smart appearance of the 6th Hong Kong Troop, the Ellis Kadoorie Scouts. This troop was the oldest troop of Chinese Boy Scouts in the Colony, and in 1923 they won the Prince of Wales Banner, thus proving that they were also the smartest. But that was seven years ago and it was no use living on the reputation of those boys who had already left the troop. This year they did not shine in the Prince of Wales Banner competition; in fact, they were very low down. He would like to see more hikes and rambles and also to see the troop win the Banner again. More enthusiastic recruits were needed—boys who were determined to pass their badge tests. The Scout movement was world wide, and any Hong Kong Scout who travelled abroad was always assured of a welcome from Scouts in other lands. He added that now was the time to join as Mr. Mok Ying-kwai had promised to become President of the Ellis Kadoorie troop. In concluding, he thanked the head masters, past and present, for the help they had extended to the movement during the tenure of their office, and appealed to the Scoutmasters to throw all their energy into making the troop not only the oldest, but the most efficient in the Colony.

Three cheers were then given

S. AFRICA OPPOSES SILVER SCHEME.

Union Sacrificed to An Experiment.

BENEFIT TO AMERICA.

Johannesburg, Yesterday. Mr. J. F. Darling's proposal for the rehabilitation of silver has naturally interested the Rand. Dr. Samuel Evans, a distinguished economist and chairman of the Crown Mines, says that the scheme is impracticable, as it means so far as the Union is concerned that the people of South Africa must be sacrificed so that an experiment may be made to overcome the world economic crisis and, more particularly, benefit the people of India and China. The gain from such experiment would accrue mainly to producers of silver in North and South America.—Reuter.

[An earlier message stated:—Mr. J. F. Darling, a Director of the Midland Bank, at a "rehabilitation of silver" luncheon of the Royal Empire Society, said the cause of the present unexampled world economic crisis was purely artificial—namely, the unprecedented discrepancy between the relative value of gold and silver. The remedy was to restore equilibrium by raising the value of silver, by backing it with gold. "Unless we can raise the standard of Asia, the East will inevitably drag our standard of living down. The most effective way to raise the standard of the East is to restore silver to its rightful, time-honoured position as a co-equal of gold, at a given ratio, in the money of the world." He concluded by saying that this restoration could only be effected by the nations of the world agreeing to issue their currency notes against both gold and silver, at a given ratio. He urged the British Empire to take the lead in this matter.]

for the head master, Mrs. Hamilton, and the School, after which Mrs. Hamilton was presented with a basket of flowers.

ANNUAL REPORT.

The outstanding School event during 1930 was the promotion of Mr. de Rome to the headship of Queen's College. Mr. de Rome, who had been head master here for five years, was transferred on March 17, and the conscientious, thorough, and constructive work done by him since 1925 made the taking over of his duties here a pleasant task.

The maximum enrolment for the year was 469, and the average daily attendance 430, or 49 more than the average daily attendance for 1929 when we had the same number of classes. This large increase, I am pleased to say, was due to fewer boys leaving during the year.

The discipline of the School was good and the high daily attendance shows that the pupils enjoyed excellent health. But, what is even more important and gratifying, is that there was very little sickness among the masters, and for this happy state of affairs I credit two things, viz., that we had Summer hours (8 a.m.-1 p.m.) from May 1, to September 30, and that the Chinese masters have taken keenly to tennis and badminton. Nowadays we hear and read a great deal (too much, some people say) about sport for school boys but seldom indeed do we hear about games for masters. A school, to be run successfully, must have a healthy, alert, an enthusiastic, and a united staff, and I feel certain that the playing of the above-mentioned games on these premises by the majority of our masters is helping to produce such a staff here.

In December 79 per cent. of the class 4 boys passed into Queen's College and King's College, a percentage I consider satisfactory. In the other classes the percentage of passes was 92.

The History Room with its splendid collection of maps, charts, and pictures was well used and proved so popular and educational that a start has been made to equip a geography room on similar lines. During the hot months the boys went to Kennedy Town Rhythmic Beach (three or four places each) to swim. Excursions were made to Cheung Chau and Shing Mun, and Mr. Evans took the senior

(Continued on Page 5)

PIRACY SUSPECTS IN COURT.

Commander Tells Story of Arrests.

NO ARMS FOUND.

The hearing of the case in which 12 men, comprising the crews of two junks, are charged with an act of piracy on junk 960-V, off Pedro Blanco, was continued before Mr. R. E. Lindsay at the Central Magistracy this morning.

The case for the Crown is being conducted by Mr. Somerset Fitzroy, whilst all accused are being defended by Mr. Hin-shing Lo (instructed by Messrs Wilkinson & Grist).

Result of Search. Giving evidence, Chief Petty Officer R. W. Cowley, of H.M.S. Somme, said that on January 4 the destroyer was at sea and came up to the s.s. Hang Sang with three junks, one being larger than the other two. Both crews from the smaller junks were taken on board the Somme, the first six being put on the No. 2 Gun Platform, whilst the rest were put on the No. 3 Gun Platform, which was aft. He did not search the men, but on searching the crafts found nothing of any incriminating nature, and no arms. He found a fishing net on one of the smaller junks, but did not notice whether it was wet or dry at the time. He did not notice any nets in the other craft.

In cross-examination by Mr. Lo, witness said that he did not see any fishing nets being thrown into the sea. In fact, he saw nothing whatever being thrown in. Mr. Lo: What time did you actually get to the scene?

Witness: As near as I could say, it was in the vicinity of three o'clock.

Commander's Evidence.

Lieutenant-Commander Phillip Norman Walter, R.N., commanding H.M.S. Somme, then gave evidence. He said: "On January 4 in response to a message we proceeded to sea and we found the Hang Sang and the Soochow with three junks, about five miles from Pedro Blanco. I arrived there at 2.40 p.m. Close by the s.s. Soochow was a junk, and close by the s.s. Hang Sang were two junks, one of which was bigger than the other. I steamed close alongside the s.s. Hang Sang, and communicated by semaphore in order to find out which junk was the complainant's junk, and which junks were the alleged pirates' junk. The s.s. Hang Sang and the s.s. Soochow were about a quarter of a mile apart, roughly.

Ordered Aboard.

"While I was communicating with the s.s. Hang Sang two of the three junks came alongside me of their own accord. The first one came from the direction of the Hang Sang and was the first to arrive and she went alongside my port side and the junk from the Soochow was alongside me starboard. In each case, the crews of the two junks were ordered to come on board, and did so without any resistance.

Both crews were searched by my orders. The Soochow left the scene of operations about five minutes after my arrival and I never had any opportunity to communicate with her. Meanwhile, the complainant's junk went alongside the s.s. Hang Sang when she embarked. The first officer of the Hang Sang (Mr. Moodle) and the ship's comrade then came alongside the Somme, and I interviewed Mr. Moodle and also the master of the complainant's junk." "From the evidence which was given me by Mr. Moodle, I decided to arrest the men of the junks. I thought it was a reasonable case against the two junks, and I asked permission by wireless to bring them in. We came into Hong Kong with the three junks. I kept the two smaller junks under my guard the whole night, and the next morning handed them over to the Police."

Replying to Counsel for the defence, witness said that he received the message from the Commodore in Hong Kong at 1.52. "He was fairly familiar with that part of the sea, and had often seen fishing junks round about there, but not on the day in question. He did not hear any shot fired, and agreed with Mr. Lo that it was a calm day, and there was very little wind."

After further evidence the hearing was adjourned.

H.M.S. LUCIA MUTINY.

OFFICERS PLACED ON HALF PAY.

"LACK OF TACT"

SENTENCES ON MEN REDUCED.

Rugby, Yesterday. The First Lord of the Admiralty, Mr. W. Alexander, in the House of Commons, regarding the recent incidents on the Submarine Depot Ship Lucia, said that the Board of Admiralty, after studying the minutes of the subsequent Court of Inquiry, concluded that the conditions of contentment in the ship's company and sympathy between the officers and men, which unquestionably existed in the Lucia and that this was due to some extent to want of tact and consideration on the part of the Captain and the executive officer, and the incapacity on the part of the Divisional Officer concerned. But whatever was the supposed provocation, the refusal of duty could only be treated gravely in a Service whose whole existence and purpose depended on obedience to orders.

STOP PRESS

Linton, Indiana, Yesterday. A score of miners have been killed in an explosion in a mine here.—Reuter's American Service.

London, Yesterday. The University of London has conferred the degree of Doctor of Literature in Oriental Languages (Chinese) on Miss Evangeline D. Edwards, a teacher in the School of Oriental Studies, London, who was formerly a teacher in China. This is the first time that a British University has conferred such a degree on a woman.—Reuter.

thy between the officers and men, which unquestionably existed in the Lucia and that this was due to some extent to want of tact and consideration on the part of the Captain and the executive officer, and the incapacity on the part of the Divisional Officer concerned. But whatever was the supposed provocation, the refusal of duty could only be treated gravely in a Service whose whole existence and purpose depended on obedience to orders.

Sentences Reduced.

The Board had decided to reduce the sentences by substituting detention in two cases where imprisonment with hard labour had been awarded by the Court of Inquiry and by reducing the period of detention by one-third in all four cases, with a corresponding reduction of summary punishments. The officers referred to would have their appointments terminated forthwith and be placed on half pay.

The Lucia would be paid off and recommissioned with a new crew and officers.—British Wireless Service.

CHARLES HARBOUIN ASHORE.

In the early hours of Monday, the s.s. Charles Harbouin, while on her way from Hong Kong to Canton, went ashore near First Bar Island light. The s.s. Kin-shan, of the Steamboat Company, took off her passengers, and carried them to Canton, arriving there at 6 p.m.

The Charles Harbouin, this morning at 10 o'clock was still ashore, all efforts to float her having failed. Tides are bad at present, and she may be there for a day or two yet.

result of a talk with Mr. Moodle. Asked by Mr. Lo why he kept the crews separate, witness replied that he did so to help the Police in identifying the men, who, witness added, were not asked any questions.

After further evidence the hearing was adjourned.

TORIES DEFEATED ON CANVASSER AND HIS COMMISSIONS.

Result Received with Loud Cheers.

LIBERAL SUPPORT.

London, Yesterday.

The House of Commons to-day defeated the Conservative motion for the rejection of the Trade Disputes Bill, which passed its second reading.

The division resulted:—
Against 277
For 250

Majority 27

Another Rejection. The House subsequently rejected a motion by Mr. Stanley Baldwin that the Bill should be considered by a committee of the whole House.

The division resulted:—
Against 306
For 244

Majority 62

The Bill, therefore, goes to a small standing committee.

Liberals, the great majority of whom abstained from voting in the first division, supported the Government in the second division. The Government's majority in the first division was larger than was expected. The result was received with loud Ministerial cheers and the waving of handkerchiefs.—Reuter.

Churchill's Attack.

Rugby, Yesterday. When the debate on the second reading of the Trades Disputes and Trades Unions Amendment Bill was resumed in the House of Commons this evening Mr. Winston Churchill vigorously attacked the measure. He defended the Act of 1927 passed by the Conservative Government which, he contended, still had the overwhelming approval of the mass of the nation. The proposed measure he described as bad for the country, bad for industry and not really in the best interests of the Trades Unions.

The Solicitor-General, Sir Stafford Cripps, said that the 1927 Act did much more than was necessary or wise in placing restrictions on Trades Unions activity. The present bill would provide ample safeguards against any usurpation of power by the Unions. It would remove the sense of injustice felt by the Trades Unions and it would maintain proper and adequate safeguards against the usurpation of power by any class. The debate is proceeding.—British Wireless Service.

S.S. KOCHOW.

STILL AGROUND IN WEST RIVER.

The s.s. Kochow is reported this morning to be still aground in the West River. The failure which has so far attended all attempts to take her off seems to confirm the opinion expressed by seasoned seafarers, after the news of the stranding reached Hong Kong on Sunday night, that prospects of refloating the vessel are not rosy considering the conditions obtaining on the river at this time of the year.

WEATHER IMPROVING.

To-day's weather report from the Royal Observatory states: The anticyclone has weakened further and is now central to the north of the Bonins. Another may be forming over China.

Moderate monsoon along the S.E. coast of China and over the China Sea.

Forecast:—N.E. winds, moderate; cloudy at first, improving later.

Rainfall. To 10 a.m. to-day nil. Rainfall since January 1, 0.32 inch, against an average of 1.28.

Temperature.

The temperature at certain specified centres this morning at 6 o'clock was:—

Hong Kong	60
Macao	64
Pratas Island	72
Manila	78
Foochow	50
Amoy	56
Swatow	53
Chefoo	28
Shanghai	29

CANVASSER AND HIS COMMISSIONS.

How He Influenced Sales.

"A MATTER OF PRINCIPLE."

The intricacies of sales methods, and purchase contracts, again came under review in the Supreme Court this morning, in the case in which Mr. J. M. Xavier, is suing the China Neonlite Company, and partners therein, for commissions alleged to be due to him as a result of business brought about through his representations as a canvasser for defendant firm.

In the course of the discussion, Mr. D. L. Strellett, replying to a point raised by Mr. T. J. Prior, for the defence, enlightened the Court on the somewhat abstruse legal aspects of "repeat orders."

When Mr. Xavier Left.

At the last hearing Mr. Xavier had been closely cross-examined by Mr. Prior as to the exact date when he ceased to represent the China Neonlite Company. Witness insisted that it was in August, but counsel claimed that it was in May. The contracts under question, three in all, were signed in June. Witness, in reply to further questions, said that he actually canvassed the Po Hing Theatre during July. This morning, he stated, after a series of questions, that he had also canvassed the Blue Taxi Company and Messrs. Tak Cheong in June, July, or August, or after the date in which the defence alleged he ceased to work for the company.

"I Got the Business."

With regard to the three contracts on which claims for commission are being made, witness said that he himself submitted sketches, and tentative prices to the Asiatic Petroleum Company, in the first place, last January. Letters were later exchanged, in which he was named as representative defendant company. The A.P.C. actually promised him the business for all their new stations, and agreed to design and price.

However, although he asked his own firm repeatedly, he did not know that the sales contracts had been fixed, either in this or the other two instances, until information of the fact by another employee, who was engaged in hanging the signs. This was some time between July and August. He claimed that, he was still an agent of the company at that time.

Mr. Prior: But the whole details were not fixed up by you? There was other work to be done in the office after yours was done?—That might be so, but I got the business for them in the first place. That was all I was asked to do.

There was no binding promise by the eventual purchasers?—There was. They promised to give me the business.

But that promise did not concern the full details?—Well, they agreed to the price and design, as I told you. They did not name an actual number of stations, but promised all their new ones.

Refused 2 1/2 Per Cent. Witness went on to say that Mr. Malarky had offered him 2 1/2 per cent. commission on the sales in question, last September. Witness refused it.

In connection with the sale of another sign, witness said he had interviewed the people as to a sign with three Chinese characters. When Mr. Prior produced an order from the same firm, specifying a different sign, witness, after perusing it, said "I know nothing whatever about this."

Mr. Strellett: Then it ought to be another item in our claim.

Couldn't Make Any Money. Mr. Prior (to witness): I put it to you that in May you said to Mr. Malarky words of this nature: "I will quit. I can't make any money at this game. If there is any partly done job, and it can be finished, give them to the other salesman." I never used the word "quit." I did say that there were no prospects in the work, and that I couldn't make any money.

What about any uncompleted contracts?—I said that if there were any would they pay me when they were completed. Malarky told me to wait, as there was certain business undoubtedly belonging to me.

No Question of Leaving. Mr. Strellett then re-examined witness, who said there were no definite conditions as to how he should conduct his canvassing. He could approach anyone he liked.

POLICE ROUND UP ARAB BANDITS.

Furious Battle in Sugar Plantation.

CAR FIRED ON.

Luxor, Yesterday. Over 300 Police surrounded a sugar cane plantation and kept up a furious battle with bandits, who previously fired on a car near Deirbahari containing the wages of the staff of the Metropolitan Museum of New York Expedition. The chauffeur was wounded but drove on in the car and escaped.

The entire plantation was flooded at night time by eighteen inches. The bandits, fearing they might drown, broke cover. Two were killed outright and a third was seriously injured. The pursuit of others continues.—Reuter.

ed. If he had nothing to report, he need not inform the office. He was on a pure ten per cent. commission.

Mr. Strellett: Then there was no real question of leaving the company at all?—Oh, no.

Did you suggest, in a spirit of sublime charity, that the proceeds of your work should be handed over to another salesman? Witness (smilingly): Certainly not.

Had you power to make any final arrangement of details?—No. When did you first see the Po Hing Theatre about a sign?—In December, 1929. I made numerous calls over several months.

Would it surprise you to learn that they have now bought signs?—No. I paved the way to it.

How much did you get out of that contract?—Nothing. I don't want anything.

When you had introduced a firm to the office, had you any further right to interfere?—Oh, no. They settled the details between them.

If they wanted to take up the details themselves, they were entitled to do so?—Of course.

Question of Principle. Why did you refuse Mr. Malarky's offer of 2 1/2 per cent. on these three contracts?—Because he had told me there was no doubt I introduced the business. I am making this claim purely and simply on a question of principle.

Mr. Prior, addressing the Court, said that Mr. Xavier's claim, in effect, amounted to a claim for all purchases made by these people for all time.

His Lordship pointed out that if plaintiff remained in the firm, and had introduced the business, he thought he was entitled to the commission.

"I presume that when the contract was signed the number of signs had been fixed," he said. "I think he would be entitled to commission for those contracts, if still with the firm. Any new contracts after that would of course be doubtful."

Plaintiff's Claim Set Out.

Mr. Strellett: Our claim is for commission on business that might reasonably accrue through work done. It is our contention that Mr. Xavier is entitled to his commission whether he was still in the firm or not. He had laid the foundation. Many circumstances might arise. For instance, there might be delay in constructing the stations. Mr. Xavier could not very well say to the A.P.C., "Look here, I am leaving this company, so hurry up and build your stations, as I want my commission."

"Repeat Orders." Continuing, Mr. Strellett said, "As regards subsequent orders, or repeat orders, this matter has been dealt with time and again. It is obvious that as a general rule they are given as a result of satisfaction with the completion of the first contract. They do not therefore, necessarily arise directly out of the first representation by the canvasser or agent, although conceivably they might. There is no question here of any claim on possible repeat orders. They are quite different. Our claim is on these contracts made as a result of a foundation laid by Mr. Xavier."

Mr. Malarky, who described himself as sales manager of the Neonlite firm, then gave evidence. Mr. Strellett intimated that as Mr. Malarky had not been served, and had not appeared prior to the claim, he would not proceed against him as a partner. He asked that Mr. Malarky's name be struck out.

The case is proceeding.

HONG KONG AND SHANGHAI
BANKING CORPORATION.

Authorized Capital \$40,000,000
 Issued and Fully Paid-up \$20,000,000
 Reserve Funds:—
 Surplus \$2,000,000
 Dividend \$4,000,000
 Reserve Liability of Proprietors \$20,000,000

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THE CHARTERED BANK OF
INDIA, AUSTRALIA & CHINA.

Incorporated by Royal Charter, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital \$20,000,000

Reserve Fund \$24,000,000

Reserve Liability of Pro-

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CORNISH MINING.

DOLCOATH CLOSING DOWN FOR
WANT OF FUNDS.

It is with great regret, but not

without surprise, we learn that

Mr. F. A. Robinson and Mr. W. T.

Anderson, O.B.E., have resigned

from the board of Dolcoath Mine.

Cornwall, states the Mining World

in a recent issue. We attribute

this to the indifferent measure of

support that these gentlemen have

received from the shareholders as a

whole. In November, 1928, they

made an earnest appeal for funds,

with which to enable the manager

(Mr. J. C. Vivian) to do certain

essential work. The appeal took

the form of a subscription for de-

bentures, but the response was very

far from being sufficient, but still,

the directors managed to hold on

until April of 1930, when a Receiver

was appointed.

Mr. Vivian, we happen to know,

left the mine a disappointed man.

He saw success before him, but was

unable to attain this for the simple

reason that the necessary funds

were not forthcoming, and he could

not make bricks without straw.

There was thus no other course

open but to abandon the task.

The closing of Dolcoath mine (tem-

porarily, it is hoped, and fully be-

lieved) was perhaps the severest

blow, from the mining point of

view, that Camborne has received,

and is all the more trying because

it was undeserved.

It is positively heartbreaking to

go through the streets of Cam-

borne, Redruth, and other mining

centres in Cornwall, and to behold

the numbers of unemployed miners

seeking work and finding none. We

have said before, and desire to em-

phasize this by repetition that a

better class of working men than

the miners of Cornwall is not to be

found in or indeed, outside, the

United Kingdom.

To the severity of the first blow

has now to be added the further one

of the resignation of Mr. Robinson

and his colleague, Mr. Anderson,

from the board. These gentlemen

served the company with a diligence

and ability that entitle them to

every praise. Upon Mr. Robinson

(the chairman) it is to be regretted

that the full burden of the loss of the

another in connection with Dolcoath

affairs. Mr. Robinson has every

reason to complain of the lack of

support by the shareholders though,

in justice to the latter, it must be

admitted that the times for pro-

viding money for Cornish mining

have been, and are, very much out

of joint.

Since the last appeal for capital

was made there has been no en-

couraging feature in the tin market

as a whole, and, even now, the state

of affairs in Cornwall is such that

the industry has for the time being

almost ceased to exist. It would,

however, be a profound mistake to

suppose that the present is a state

of things which is likely to last.

There have been bad times for

Cornish mines before, but these

have invariably been followed by

revival; and the future history of

the industry is not likely to be

different from that of the past.

That Cornish mining will revive

is certain, but the difficulty with

Dolcoath, as with other mines in a

similar position, has been to keep

the flag flying during the lean

period. Dolcoath in the resig-

nation of its two leading directors,

has sustained a great loss; but,

when the time comes for a re-

sumption of operations, as come it

certainly will, one of the first acts

of the shareholders will be to recall

to the direction Mr. Robinson and

Mr. Anderson who, from first to

last, have served them so faithfully

and so well.

U.S. FARM BOARD.

BLUNT WARNING FROM
GOVERNMENT.

Washington, Dec. 5.

The Farm Board, in its first

annual report, bluntly warns farm-

ers that the Government cannot

protect them from the consequences

of continued over-production, and

declares that voluntary restriction

of production is imperative if Gov-

ernment aid is to be effective. It

is admitted that the Board's emer-

gency buying operations in wheat

and cotton failed to produce the re-

sults desired, but it is held never-

theless that it was justified in pre-

venting even lower prices.

Future stabilisation measures, it

is stated, might continue to play a

limited role in the Government's

programme, but cannot wisely be

undertaken lightly, for they may

involve not only excessive risk of

loss of public funds, but a grave

danger of serious disaster to the

co-operatives themselves. The re-

port shows that the cotton co-

operatives have benefited most

heavily, loans to them amounting

to \$70,000,000. Grain came next

with loans amounting to \$24,000,

000, and dairy products next with

nearly \$15,000,000.

In addition the Board advanced

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ROUND THE CINEMAS

"THUNDERBOLT" — SUCCESSOR
TO "UNDERWORLD."

IN SING SING.

A new, different, tremendously important all-talking picture opened in the Central Theatre last night. It is George Bancroft's great successor to "Underworld" — "Thunderbolt".

First night audiences were thrilled as they have seldom been thrilled by any moving picture before as the dramatic sequences of "Thunderbolt" took them from the heart of throbbing Harlem, New York's great Negro metropolis, to the awe-inspiring setting of Sing Sing's Condemned Row; through the night club of New York's "black belt" to "Little Green Door" where society claims its penalty for crime.

Josef von Sternberg, maker of "Underworld," directed "Thunderbolt," which accounts for its gripping reproduction of contemporary life. Its events are the episodes which the newspapers blazon forth every day; its episodes are the intimate details behind the curtain of these gripping events; its chief character is a mighty king of the lawless land which continually threatens law-abiding society — the underworld.

George Bancroft has done a great piece of work, greater than he offered in "Underworld" because, in "Thunderbolt" he talks. Likeable Richard Arlen and lovely Fay Wray have the supporting leads and a brilliant cast of character actors carry the true-to-life roles.

"Thunderbolt" is a new picture — one that takes a new lead in motion picture excellence. It is entertaining, revealing, and wholly interesting.

"HER PRIVATE LIFE"

First National's all-talkie film "Her Private Life" now being screened in the Majestic Theatre, is a diversion from the ordinary picture, but instead deals with Britain's aristocracy. It is a fine production, with a splendidly selected cast.

The players are Lady Helen Hayden (Billie Dove), Ned Sayer (Walter Pidgeon), Sir Bruce Hayden (Montague Love), Sir Emmett Wildering (Brandon Hurst), Lady Wildering (Mary Forbes), the Hon. Harry Charters (Roland Young), Rudolph Solomon (Holmes Herbert), Mrs. Leslie (Thelma Todd), and Timmins (Zasu Pitts).

The story opens in the ancestral home of Sir Bruce and Lady Hayden in Staffordshire, where they have a fox-hunt, and many guests are invited. Though married to Sir Bruce, Lady Helen falls for an American guest, Ned Sayer, whom Sir Bruce dislikes, and, at dinner denounces Sayer as a card cheat. Through the subsequent scenes, we see that Lady Helen is granted a decree nisi, and she leaves Home for New York, where her living is met by pawning pearls. However, her beauty attracts Rudolph Solomon, a rich jeweller magnate, who is sympathetic with Lady Helen, and offers marriage. She is reluctant, and through moments of despair she leaves the hotel door and is knocked down by a passing vehicle. Lady Helen is not badly injured, and is carried in to a sofa, where her past lover, Ned Sayer, meets her face to face, and so — it ends.

The talking on the whole is very clear.

"MAN, TROUBLE"

More than 100 fashionably gownned women appear as guests in the night club scenes of "Man Trouble," the Fox Movietone all talking drama which opens its engagement to-day in the Queen's Theatre. The gowns which they wear are the latest creations of Hollywood's most famed designer, and have already been copied by many smart and exclusive modistes.

During these delightful sequences Dorothy Mackall and Sharon Lynn, who enact the featured feminine roles, each sing two songs, composed especially for the picture and for these two artistes by James Hanley and Joseph MacCarthy.

Milton Sills and Kenneth MacKenzie play the leading masculine parts, with the supporting cast including such screen notables as Roscoe Karns, Oscar Apfel, James Bradbury, Jun., Lew Harvey, Edythe Chapman, and Harvey Clark.

Berthold Viertel, noted European director, transferred the picture to the all-talking screen after George Manker Watters and Marion Orth had adapted the story and Watters and Edwin Burke had written the dialogue.

The adaptation was made from Den Ames Williams's "A Very Practical Joke," a widely read magazine story. It deals with the love of two men for one woman, and the struggle does not end until the hand of Fate reaches out and per-

THE PEKING MAN.

ABOUT 1,000,000 YEARS
OLD.

SCIENTIFIC INTEREST.

The following extract from the London Daily Mail is of particular interest in view of Professor J. L. Huxley's Rotarians last week: Has Darwin's theory of evolution been borne out by the discovery near Peking of the fossilized skull of the "Peking Man," estimated to be about one million years old? It has, in the opinion of one great scientist who discussed the matter with a Daily Mail reporter.

Intense interest was aroused in scientific circles recently by the statement by Dr. G. Elliot Smith, Professor of Anatomy at London University, who has returned to Britain from the scene of the discovery—a cave at Chou Kou-tien, near Peking. Dr. Elliot Smith believes that the skull "represents the most primitive type of human being ever discovered" and that it provides evidence for linking together two types of prehistoric man—the Java ape-man and the Pliocene (Sussex) man—which have hitherto been considered as almost irreconcilable.

Darwin Borne Out. Sir Arthur Smith Woodward, the scientist who co-operated in the discovery of the Pliocene skull in 1912, told a Daily Mail reporter: To my mind, the most important point in the discovery is that it bears out Darwin's theory of man's evolution from the ape in every respect. In the case of the Java skull, only a fragment was found, and similarly, the Sussex skull was incomplete. Here, however, is an entire fossilized skull, which bears a close resemblance to that of an ape, and is yet a true man's skull.

It is an extremely important link between man and ape, and yet shows a distinct lapse between the two. It is impossible actually to gauge these discoveries in years, but this skull is said to be about 1,000,000 years old. It shows that man was established for a considerably greater period than this, and points to three distinct types of man existing at this time as far apart as Peking, Java, and Sussex. Although it is a remarkable step forward, more discoveries will have to be made before we can bridge the gulf between man and ape.

Professor J. L. Myers, president of the Royal Anthropological Institute of Great Britain and Ireland, described the discovery as of paramount importance.

FRANCE'S EXECUTIONER.

Present Holder Of Office To
Retire.

When the occupant of an official position in France retires he is usually given the title of honorary holder of the office, and it is in this sense that Monsieur Anatole Deliber will shortly become "Honorary Executioner" to the French Republic.

It is announced that he is going out of business, and that he is already building the villa in Paris in which he proposes to spend his later years. However, it appears that the appointment, which carries a salary of £150 a year, and £80 for expenses and assistants, will not go out of the family, for it is said that a nephew of Deliber, whose name is Andre Auprecht, will in future be in command of the guillotine.

Executions in France are still nominally public, and held in open squares in front of prisons, although spectators are in fact kept at a distance by troops and by the early hour which is chosen, so that these events are no longer the spectacular displays which they remained almost until 1914.

mits genuine love to win over menacing influences.

"ROMANCE"

Greta Garbo is about the last person in the world whom you would expect to find shouting from house tops.

Yet that is exactly what the Swedish star had to do in one of the Metro-Goldwyn-Mayer starring vehicle which is showing on Sunday in the Queen's Theatre.

In the scene Miss Garbo had to appear at a window on the top floor of an hotel building and shout down to Gavin Gordon on the street below. A hydraulic camera and microphone elevator were used by Clarence Brown, director, to screen the scene in continuous action.

Lewis Stone heads the supporting cast in the picturisation of the famous Edward Sheldon stage play in which Doris Keane triumphed for six years. Others featured are Florence Lake, Clara Blandick, Mathilde Comon, Henry Armetta, Elliott Nugent, and Countess Nina de Liguoro.

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Public Auctions

THE Undersigned have received instructions to sell by Public Auction,

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KARACHI & BOMBAY via Singapore & Colombo.	Shunko Maru	Wed.,	4th Feb.
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOSAMBA via Singapore & Colombo.	Chicago Maru	Thurs.,	5th Feb.
AUSTRALIA AND NEW ZEALAND via Manila & Rangoon.	Melbourne Maru	Wed.,	4th Feb.
CALCUTTA via Singapore & Rangoon.	Sentile Maru	Mon.,	2nd Feb.
VICTORIA, SEATTLE, TACOMA & VANCOUVER via Japan Ports.	Arabia Maru (from Shanghai)	Sat.,	21st Feb.
NEW YORK via Japan ports, Los Angeles & Panama, Call Direct at Boston, Philadelphia & Baltimore.	Sanyo Maru	Fri.,	6th Feb.
JAPAN PORTS (Freight Service).	Nitto Maru	Sun.,	1st Feb.
HAIPHONG via Hobei & Pakhoi (Fortnightly).	Menado Maru	Thurs.,	5th Feb.
KEELUNG via Swatow & Amoy (Every Sunday Noon).	Canton Maru	Sun.,	1st Feb.
TAKAO via Swatow & Amoy (Fortnightly).	Deli Maru	Thurs.,	12th Feb.

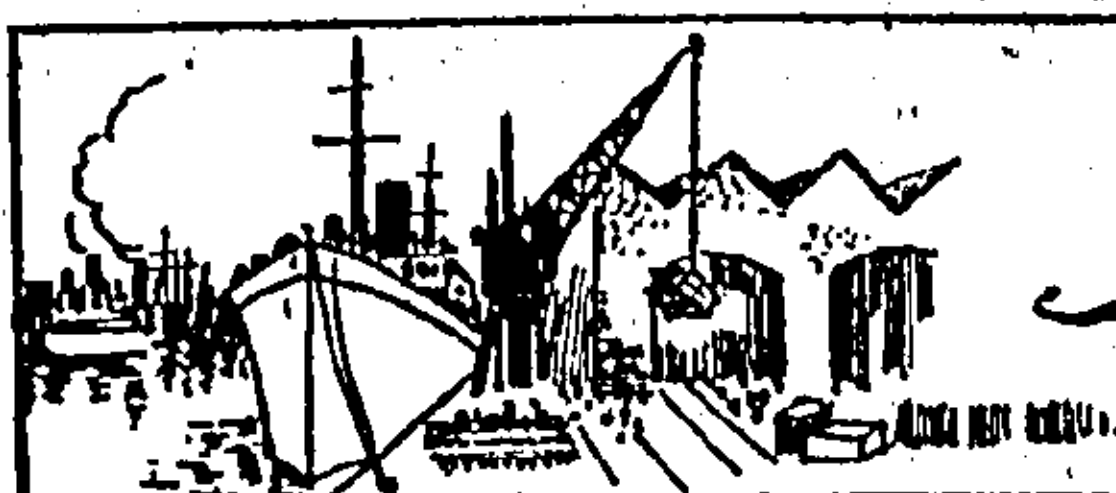
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Shipping Intelligence.

MYSTERY FLARES IN A STORM.

Lifeboat Out, But No Ship Found.

Shoreham (Sussex), Dec. 18.
Shoreham lifeboat put out in a storm early to-day in response to distress flares that had been seen about two miles from the shore. Powerful searchlights were used to sweep the sea and pierce the drizzle that hung like a mist over the water, but no boat in distress could be found.

At dawn a sort of roll-call was made among the fisher-folk of Shoreham, and it was found that all the boats that put to sea last night had returned safely to harbour.

Coastguards searched the beach, but found no wreckage. The flares were first seen at 1.30 a.m. and they burned for at least half an hour.

Two Theories.

Two theories are now advanced to explain them:—

(1) That fishermen from some neighbouring town found themselves in distress in the storm and set alight to their clothing to draw attention to their plight.

(2) That a motor-boat seen in the district last night caught fire and was burned out.

Edward Laker, who was fishing a mile from the harbour when the storm broke, saw the distress signals as he returned to the beach. He informed the coastguards, and maroons were at once fired.

Edward Laker's brother Frederick, who was in another boat, had also seen the flares.

Red and White.

"They burned brilliantly, red and white," he told me.

"I tried to turn my fishing boat, but the tide was against me. I had to come to shore and take my place in the lifeboat crew."

Coastguardsman Sydney Rouse said: "It looks as though the motor-boat which was seen earlier caught fire. The boat may have been burned and the people drowned."

"On the other hand, the boat that sent up the distress signals may have got out of trouble and made off quickly."

TIMBER SHIP IN A GALE.

Cargo Jettisoned for Ship's Safety.

Considerable damage was sustained by the steamer Thoronhope, which was bound from Leningrad to Hull with a cargo of timber in mail week, and while crossing the North Sea was severely buffeted ere reaching her destination.

The Hull representative of the Mercantile Marine Service Association had an interview with the chief officer, who is a member of that organisation, who was able to relate how the port bulwarks were torn adrift as a result of which 800 tons of timber was lost, and the bottom of one of the ship's lifeboats stove in.

The gale increased in severity. At first it was blowing from the W.S.W., then from N.N.W., and from the S.E. After six days the vessel was caught in a N.N.W. gale, and shipped a big sea, following which she took a dangerous list to port, and to recover balance some lashings on the aft deck that held the logs together were cut, thus releasing some of the timber overboard. The chief concern was obviously to get the ship on as even a keel as possible. Through the rolling of the timber two men were trapped in the forecastle for a matter of eight hours, and the greatest difficulty was experienced in rescuing them, because of the danger of being carried away with the shifting cargo as the rescuers made their way across the deck, the condition of which made it necessary for everyone to sleep in the engine room. Approximately half of the deck cargo has been lost.

Congratulations are extended to the master, officers and crew in bringing their vessel safely through so trying an ordeal.

CONSIGNEES' NOTICE

Consignees of cargo ex s.s. Penroch are reminded to take delivery of their goods which will be subject to rent after January 31st.

CHINESE COMPANIES

NANKING FORBIDS USE OF FOREIGN FLAGS.

The Shanghai Chinese Ship-owners Association have received an order from the Administrative Yuan, through the Ministry of Communications, to the effect that, in future, no Chinese-owned vessels will be permitted to fly foreign flags.

Pointing out that China's sovereign rights are lost through the hoisting of foreign flags on Chinese vessels, especially those engaged on trade on the inland waters of their country, the Administrative Yuan says that the practice is a most disgraceful and humiliating one and apparently it exists in China alone and in no other country. Hence, says the order, the practice must stop forthwith and Chinese shipowners who are found to be flying foreign flags on their vessels will be punished to the fullest extent of the law.

In reply, the Association has telegraphed to Nanking drawing attention to the fact that members of the Association have not engaged in this practice but certain persons who are not members of the Association have been known to be resorting to it in order to prevent their vessels from being commandeered by the Central Government in cases of urgency and in order to secure foreign protection and, in case of necessity, immunity from Chinese laws.

ARRIVALS OF SHIPS.

Tuesday, Jan. 27.

Kuramasan Maru, Japanese str., 1,138 tons, Capt. G. Takao, from Milke, Yaumati Anchorage.—M.B.K.

Tjikembang, Dutch str., 5,028 tons, Capt. P. Abbo, from Amoy, buoy No. A7.—J.C.J.L.

Tijpanas, Dutch str., 2,775 tons, Capt. L. F. J. Van Luyken, from Sandakan, buoy No. A10.—J.C.J.L.

Triumph, American str., 4,825 tons, Capt. H. Milde, from Manila, buoy No. A9.—L. Everett Inc.

Wednesday, Jan. 28.

Canton Maru, Japanese str., 2,820 tons, Capt. Y. Iwasaki, from Swatow, O.S.K. Pier.—O.S.K.

Changchow, British str., 1,203 tons, Capt. J. Atkins, from Canton, buoy No. C2.—B. & S.

Cremer, Dutch str., 2,784 tons, Capt. G. J. Harmsen, from Swatow, buoy No. A15.—J.C.J.L.

Deli Maru, Japanese str., 1,293 tons, Capt. R. Sanada, from Canton, O.S.K. Pier.—O.S.K.

Dorcy, German str., 878 tons, Capt. J. Bruhn, from Whampoa, West Point Wharf.—Chau Yue Teng.

Dozan Maru, Japanese str., 978 tons, Capt. Y. Mishima, from Wuhu, buoy No. G8.—Wada Jimusho.

Hong Hwa, British str., 1,924 tons, Capt. J. H. Gregory, from Singapore, buoy No. A12.—Ho Thong & Co.

Hydrangea, British str., 561 tons, Capt. P. W. Grierson, from Swatow, Chiu On Wharf.—Chiu On S.S. Co.

Kueichow, British str., 1,220 tons, Capt. D. Williams, from Chefoo, buoy No. B8.—B. & S.

Kwong Sang, British str., 1,428 tons, Capt. Dobson, from Swatow, West Point Wharf.—J. M. & Co.

Limchow, French str., 1,591 tons, Capt. P. B. Morganti, from Holbow, buoy No. A8.—Sling Kee & Co.

Nellore, British str., 4,256 tons, Capt. A. S. Gordon, from Moji, buoy No. A11.—M. M. & Co.

Seikai Maru, Japanese str., 4,032 tons, Capt. J. Sugiyu, from Sakito, buoy No. A14.—Y.K.K.

Sunning, British str., 1,570 tons, Capt. W. Shaw, from Canton, buoy No. B20.—B. & S.

Sungshan Maru, Japanese str., 1,503 tons, Capt. Y. Takayama, from Swatow, buoy No. B17.—N.Y.K.

Taiyuan, British str., 2,109 tons, Capt. R. Robertson, from Canton, buoy No. B15.—B. & S.

Totori Maru, Japanese str., 3,708 tons, Capt. K. Imada, from Shanghai, Kowloon Wharf.—N.Y.K.

Utrecht, Dutch str., 709 tons, Capt. J. H. Kop, from Swatow, A.P.C. Wharf.—A.P.C.

Wing Lee, Portuguese str., 641 tons, Capt. J. Antunes, from K. C. Wan, buoy No. B19.—Wo Hop & Co.

Yanching, British str., 1,424 tons, Capt. C. Alexandre, from Canton, buoy No. B1.—J. M. & Co.

FAMOUS CASTLE LINER.

Former British Vessel for the Scrap Yard.

The well-known Spanish ship-owning concern, the Compania Trasatlantica, have been sold to scrap-ers in Savona the liner C. Lopez y Lopez, once famous on the Cape trade and in British ports as the old Donald Currie liner Lismore Castle.

She was built by Messrs. Barclay, Curle and Co. on the Clyde in 1890, and with her sister, Doune Castle, she was considered the last word in the intermediate service between London, Holland and South Africa.

On her gross tonnage of 4,046 she had a sea speed of 14 knots, and comfortable accommodation for quite a reasonable number of passengers in the first and second classes in addition to excellent cargo accommodation. Her draft was light, and she was well fitted in every way for the purposes of the company.

She ran very successfully as a Cape passenger ship, and as a transport in the Boer War, until in 1903 she was transferred to her builders, Messrs. Barclay, Curle and Co., in part payment of new tonnage, as by the time she was surplus to the requirements of the allied Union and Castle lines. They re-named her Westmount, and there was talk of her going on to the New Zealand trade, but within a few weeks she was sold to the Compania Trasatlantica, who re-named her C. Lopez y Lopez in honour of the founder of the company.

Under the Spanish flag she was reserved for use as an auxiliary cruiser from the beginning, and employed on commercial work principally on the North Atlantic service until 1923, when she was put on to the Japanese run. In 1926 it was announced that she would be sold for scrap as soon as the 8,000-ton ships were completed, but since then she has put in some useful work on the Manila service, and has made herself well known in the Mersey.

She went from Barcelona to Genoa in August, and it was expected that she would be broken up there, but after being transferred to the Italian flag she has now been sent round to Savona, where she will be scrapped.

NAVAL BUILDING.

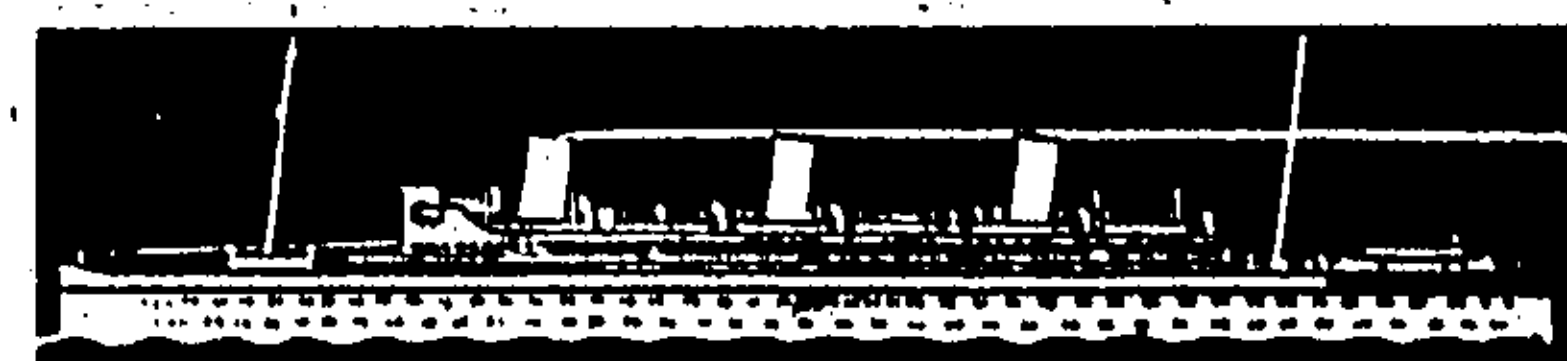
SHIPBUILDERS' APPEAL FOR ACCELERATION.

At the Admiralty in mail week the First Lord, Mr. Alexander, who was accompanied by the Minister of Labour, Miss Bondfield, received a deputation from the Shipbuilding Employers' Federation on the subject of the influence of the reductions in warship building on the industries concerned. The case for accelerating warship construction to relieve the serious state of unemployment existing and anticipated during 1931 in the shipbuilding and allied industries was put by the President of the Federation, Mr. A. L. Ayre. The First Lord, while unable to give any grounds for hope that the proposals made could be adopted, undertook to represent the views of the Federation to the Prime Minister.

Although tenders have been invited, there are at the moment 20 vessels of the programme sanctioned by Parliament this year which have not yet been ordered. According to the usual practice, these vessels should all be laid down before March 31 next, but even though they have been given names, this is no guarantee that they will be built, as was shown by the experience of the cruisers Surrey and Northumberland, of the 1928 programme, which were cancelled in January, last.

YESTERDAY'S SOLUTION

ACRES	STRAW	GAOL
FIVE	CHASE	ACNE
AVOID	RINKS	NICE
RELATING	TENDER	
RAVINE	BURSTING	
ALIVE	BUGLE	NOR
WINE	MANGY	HERE
ELITE	LOPE	IRON
LIKE	PARTY	CURSE
RESTORED	BARTED	
SKID	LORE	
CARELESS	HAPLORE	
GOBLIN	LOPE	IRON
ELITE	LOPE	IRON
LIKE	ROUSE	NILTA
DIRTY	SORES	CASP



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HONG KONG TO GREAT BRITAIN

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21,850 Tons Gross

Sailing

TUESDAY, FEBRUARY 17TH

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SOUTHAMPTON

SUNDAY, APRIL 26TH

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BRITISH WUCHOW LINE

JAN.-FEB. SAILINGS.
DEPARTURE HOURS:
Hong Kong 5.30 p.m. Wuchow 2 p.m.

S.S. "TAI HING"
[1,088 tons—Capt. Trotter]

FRI. 30th JANUARY.
FEBRUARY.

WED. 4th SAT. 21st
TUES. 10th THURS. 25th
MON. 16th

S.S. "TAI MING"
[649 tons—Capt. W. H. Lawton.]

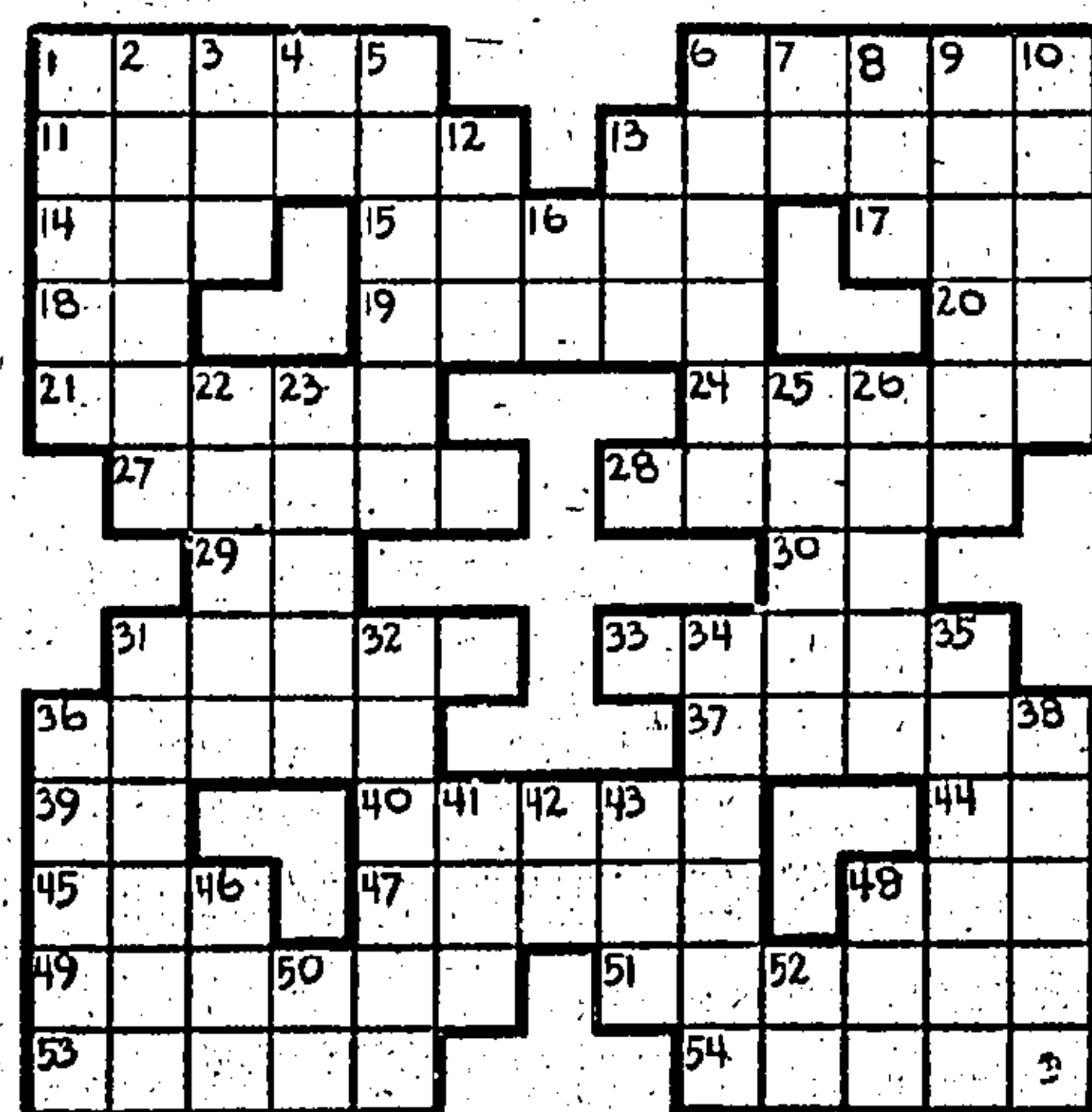
FEBRUARY.

MON. 2nd WED. 18th
SUN. 8th THURS. 24th
FRI. 13th

For information apply to
SANG WO Co., Ltd.
29, Cornhill Road, West.
Phone 20893.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL	HORIZONTAL (Cont.)	VERTICAL (Cont.)
1-Forerunner	40-Condole	12-Rodent
6-A weight measure (pl.)	44-Electrical Engineer (abbr.)	13-India
11-Master	45-A unit	15-Italian river
12-Inventor of short-hand	47-Bake in an oven	22-Auslander
14-Silk	48-Time period	23-Spanish for mister
15-Opened the mouth wide	49-Count	24-A strainer of cloth
17-Beverage	51-Earlier	25-To travel on foot
18-Musical note	52-Musical study	31-Nut growing under ground
19-To make amends for	53-Wants	32-An evening social party (Fr.)
20-The (Fr.)		34-A pasteboard box
21-Froth	VERTICAL	35-Looked into a place
24-A weed-like animal	1-Friendship	38-Prostrate
27-Rate of motion	2-A flower (pl.)	39-Approaches
28-Entrap	3-Island (abbr.)	41-And net
29-Indefinite article	4-And (Latin)	42-Musical note
30-Mother	5-Earlier	43-Letter of the alphabet
31-Not poetic	6-Judge of Israel (Bible)	44-Large Australian bird
32-Blind	7-Right (abbr.)	45-Point of compass
33-Combining form	8-American Medical Association (abbr.)	46-Bond (abbr.)
34-Rock	9-A tree of Australia	47-Of nations excepted (abbr.)
35-Egyptian sun-god	10-Taunt	

(The solution of the above cross-word puzzle will appear in tomorrow's issue along with a new cross-word puzzle.)

P. & O.-British India Apcar and Eastern & Australian Lines

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TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
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AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

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DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hong Kong About	Destination.
COMORIN	15,132	31st Jan.	Bombay, Marseilles & London.
*KIDDERPORE	5,331	5th Feb.	Straits, Colombo & Bombay.
*PERIM	7,648	7th Feb.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
*KASHGAR	9,065	14th Feb.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
MALWA	10,980	24th Feb.	Marseilles & London.
*ALIPORE	5,273	3rd Mar.	Straits, Colombo & Bombay.
*KHIVA	5,135	7th Mar.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
*KHYBER	9,114	14th Mar.	Mars, L'don, Hull, R'dam & A'werp.
*SOMALI	—	21st Mar.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
RAWALPINDI	16,619	28th Mar.	Marseilles & London.
*KARMALA	9,128	11th Apr.	Mars, L'don, Hull, R'dam & A'werp.
RAJPUTANA	16,568	25th Apr.	Marseilles & London.
*SOUDAN	—	2nd May	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
*KALYAN	9,141	9th May	Mars, L'don, Hull, R'dam & A'werp.
COMORIN	15,132	23rd May	Bombay, Marseilles & London.
*KASHMIR	9,065	6th June	Mars, L'don, Hull, R'dam & A'werp.
RANPURA	16,601	20th June	Bombay, Marseilles & London.
*KASHGAR	9,065	4th July	M'seilles, L'don, R'dam & A'werp.
RAWALPINDI	16,619	18th July	Bombay, Marseilles & London.
*KHYBER	9,114	1st Aug.	M'seilles, L'don, R'dam & A'werp.

*Cargo only. Calla Casablanca.
Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the
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BRITISH INDIA-APCAR SAILINGS.

TALMA	10,000	7th Feb.	Singapore, Penang & Calcutta.
TAKADA	6,949	27th Feb.	Singapore, Penang & Calcutta.
TILAWA	10,000	17th Mar.	Singapore, Penang & Calcutta.
SANTHIA	7,754	1st Apr.	Singapore, Penang & Calcutta.
TALMA	10,000	12th Apr.	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

NELLORE	6,853	31st Jan.	Manila, Rabaul, Brisbane, Sydney
TANDA	9,050	10th Jan.	& Melbourne.
ST. ALBANS	4,500	28th Feb.	
		1st Apr.	

Regular monthly sailings from Hong Kong to Shanghai and Japan
and Hong Kong to Australia.
Hong Kong to Sydney—19 days.

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of steamers to London via Suez.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

MALWA	10,980	31st Jan.	Shanghai, Moji, Kobe & Yokohama.
*ALIPORE	5,273	5th Feb.	Shanghai, Moji & Kobe.
TANDA	9,050	10th Feb.	Shanghai, Moji, Kobe, Osaka & Y'hama.
TAKADA	6,949	27th Feb.	Shanghai, Moji, Kobe & Osaka.
KHYBER	9,114	14th Feb.	Shanghai, Moji, Kobe & Yokohama.
*SOMALI	—	20th Feb.	Shanghai, Moji, Kobe & Yokohama.
TILAWA	10,000	23rd Feb.	Shanghai, Moji, Kobe & Osaka.
RAWALPINDI	16,619	28th Feb.	Shanghai, Moji, Kobe & Yokohama.
ST. ALBANS	4,500	6th Mar.	Shanghai, Moji, Kobe, Osaka & Y'hama.
SANTHIA	7,754	10th Mar.	Shanghai, Moji, Kobe, Osaka & Y'hama.
KARMALA	9,128	14th Mar.	Shanghai, Moji, Kobe & Yokohama.
*SOUDAN	—	19th Mar.	Shanghai, Moji, Kobe & Yokohama.
TALMA	10,000	24th Mar.	Shanghai, Moji, Kobe & Osaka.
RAJPUTANA	16,568	27th Mar.	Shanghai, Moji, Kobe, Osaka & Y'hama.
NELLORE	6,853	6th Apr.	Shanghai, Moji, Kobe & Osaka.
*TAKADA	6,949	10th Apr.	Shanghai, Moji, Kobe & Osaka.
KALYAN	9,141	14th Apr.	Shanghai, Moji, Kobe & Yokohama.
TILAWA	10,000	24th Apr.	Shanghai, Moji, Kobe & Osaka.
COMORIN	15,132	28th Apr.	Shanghai, Moji, Kobe & Yokohama.
KASHMIR	9,065	6th May	Shanghai, Moji, Kobe & Osaka & Y'hama.
TANDA	9,050	10th May	Shanghai, Moji, Kobe, Osaka & Y'hama.
TALAMBA	8,018	12th May	Shanghai, Moji, Kobe & Yokohama.
RANPURA	16,601	22nd May	Shanghai, Moji, Kobe & Yokohama.
KASHGAR	9,065	5th June	Shanghai, Moji, Kobe & Yokohama.
ST. ALBANS	4,500	19th June	Shanghai, Moji, Kobe, Osaka & Y'hama.
RAWALPINDI	16,619	23rd June	Shanghai, Moji, Kobe & Yokohama.
KHYBER	9,114	3rd July	Shanghai, Moji, Kobe, Osaka & Y'hama.
NELLORE	6,853	6th July	Shanghai, Moji, Kobe & Osaka.
RAJPUTANA	16,568	17th July	Shanghai, Moji, Kobe & Yokohama.
KARMALA	9,128	31st July	Shanghai, Moji, Kobe & Yokohama.

*Cargo only.

All dates are approximate and subject to alteration without notice.
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Estimates furnished on application.

Hong Kong, April 1, 1931.

MYSTERY OF THE HEAVENS.

Exhibit at the Science
Museum.

SIDEREAL PERIOD.

Two orange balls and over 50 pic-
tures of the heavens taken at Mount
Wilson Observatory, Pasadena, are
being prepared for an exhibition
on astronomy by the Science
Museum, South Kensington.

On the two balls a tiny white
companion speck, slightly smaller
than the lead in a pencil, has been
placed to represent the giant star
Mira (o Cegi) and Aldebaran. The
scale used is 1,000,000 miles to an
inch.

One of the most interesting sets
of pictures taken at Mount Wilson
to be exhibited is the one showing
the Galactic Nebulae. The plane-
tary nebulae within the Milky Way
appear to be stars which in some
way, unknown, become surrounded
by shells of gas. These are made
luminous in all probability of the
radiation from the central star.

These shells of gas are of various
shapes and many show evidence, ac-
cording to Sir James Jeans, of com-
plicated internal structure.

The irregular nebulae shown con-
sist of vast clouds of gas and dust
stretching from star to star and
often extending over the whole con-
stellation or even further. In many
cases dark patches are shown and
may be formed by clouds of gas, or
possibly of opaque dust. Scientists,
however, feel the latter alternative
seems improbable.

Eleven plates of the nebulae in
Coma Berenices and 23 pictures of
Extra-Galactic Nebulae will also be
shown. Some of the pictures have
previously been used at the Science
Museum.

Nebulae and Stars.
Facts compiled about the pictures
show that nebulae are certain
luminous cloudy patches in the
heavens. They resemble stars in
that they retain the same relative
positions, and thus may be distin-
guished from comets which appear
to wander across the sky. Abundant
small nebulae shine with a
white light which marks the plane-
tary and irregular nebulae.

The interior of stars show they
are self-luminous and are not as the
earth in this respect. It is also
evident that their condition is con-
siderably different from that of our
globe, although the primal elements
of both may be the same.

Interiors of stars may be describ-
ed as an accumulation of ether-
waves, atoms and electrons in a
state of violent motion and there-
fore of high temperature forming
what is known as a "perfect gas."

It is expected that information
about the polar system will also be
included. The fact that Mercury
moves in an orbit between the sun
and the earth and is never seen from
the sun will be illustrated. It is
because of this that Mercury is
known as the morning and evening
star.

A number of excellent pictures of
the moon, many of them secured
after exposures of seven hours,
have been prepared to show the
seven chief lunar formations of the
moon. The moon, the one satellite
of the earth, is 239,000 miles from
us and affords astronomers good
chances to study its structure.

Interesting data about the
sidereal period of Mercury, which is
88 days; of Jupiter, which is 11
years and 314 days; Uranus, which
is 84 years and 6 days; and
Neptune with 164 years and 280
days is to be shown by diagrams
and pictures.—United Press.

LIFELINE RESCUES.

CLERGYMAN'S PHONE ALARM TO COASTGUARDS.

During dense fog over the Irish
Channel the Norwegian steamer
Aasmund, bound for Manchester
with grain from Russia, struck
rocks near Holyhead, and the crew
of thirty-five were rescued.

The alarm was raised by the Rev.
H. H. Jones, a Calvinistic minister,
who ran to an hotel half a mile
away and telephoned to the Holy-
head coastguard station.

Three of the Aasmund's crew were
taken ashore by means of the life-
line, and the remainder were taken
on board the lifeboat.

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BRITISH STEAMERS: CHANGE TAIPIING (BURNERS)
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Enjoy Your Short Leave in Australia and New Zealand, Hong Kong, Sydney—19 Days.

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STEAMER Date Hong Kong Date Hong Kong Date Hong Kong Date Hong Kong
CHANGE TAIPIING Feb. 12 Feb. 25 Feb. 25 Mar. 12
TAIPIING Mar. 12 Mar. 25 Mar. 25 Apr. 12
TAIPIING Apr. 12 Apr. 25 Apr. 25 May 12

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CONSIGNEES

NOTICE TO CONSIGNEES.

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The Steamship,

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formed that all Goods are being land-
ed at their risk into the Godowns of
The Hong Kong and Kowloon Wharf
and Godown Co., Ltd., whence and/or
from the wharves delivery may be ob-
tained.

No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
31st instant will be subject to rent.

All claims against the steamer must
be presented to the Underigned on or
before the 14th February or they
will not be recognised.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
20th instant at 10 a.m., by Messrs.
Goddard and Douglas.

No Fire Insurance has been effect-
ed. Bills of Lading will be countersig-
ned by,
GIBB, LIVINGSTON & CO., LTD.,
Agents.

Hong Kong, 24th January, 1931.

R. S. DALGLISH, LTD.

NEWCASTLE-ON-TYNE.

NOTICE TO CONSIGNEES.

Steamer,

"GLENWORTH"

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No claims will be admitted after the
Goods have left the Godown, and all
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1st February, 1931, will be subject to
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All broken, chafed, and damaged
Goods are to be left in the Godowns,
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Douglas.

No Fire Insurance has been effected.
Bills of Lading will be countersig-
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Hong Kong, 26th January, 1931.

WARSHIPS IN PORT.

The following British warships
were in harbour to-day:—

Bruce—No. 8 buoy.
Cornflower—No. 4 buoy.
Cumberland—West wall.
Herald—South wall.
Iroquois—North wall.
Kent—North arm.
Osiris—In dock.
Oswald—In dock.
Petersfield—North wall.
Scamew—East wall.
Seraph—No. 11 buoy.
Serapis—East wall.
Somme—No. 7 buoy.
Sterling—North wall.
Tamar—In basin.
Thracian—No. 12 buoy.
Foreign Man-of-War.
Admiral—Portuguese cruiser.

HONG KONG TIDES.

The time used is Standard, or
mean time of the meridian of 120
deg. E.; 00h. is midnight, 12hrs. is
noon. The heights are referred to
the datum of the largest scale Ad-
miralty chart of the place and
should be added to the depths given
on the chart unless preceded by an
asterisk (*), when they should be
subtracted from the depths.

January 29 to February 4, 1931.

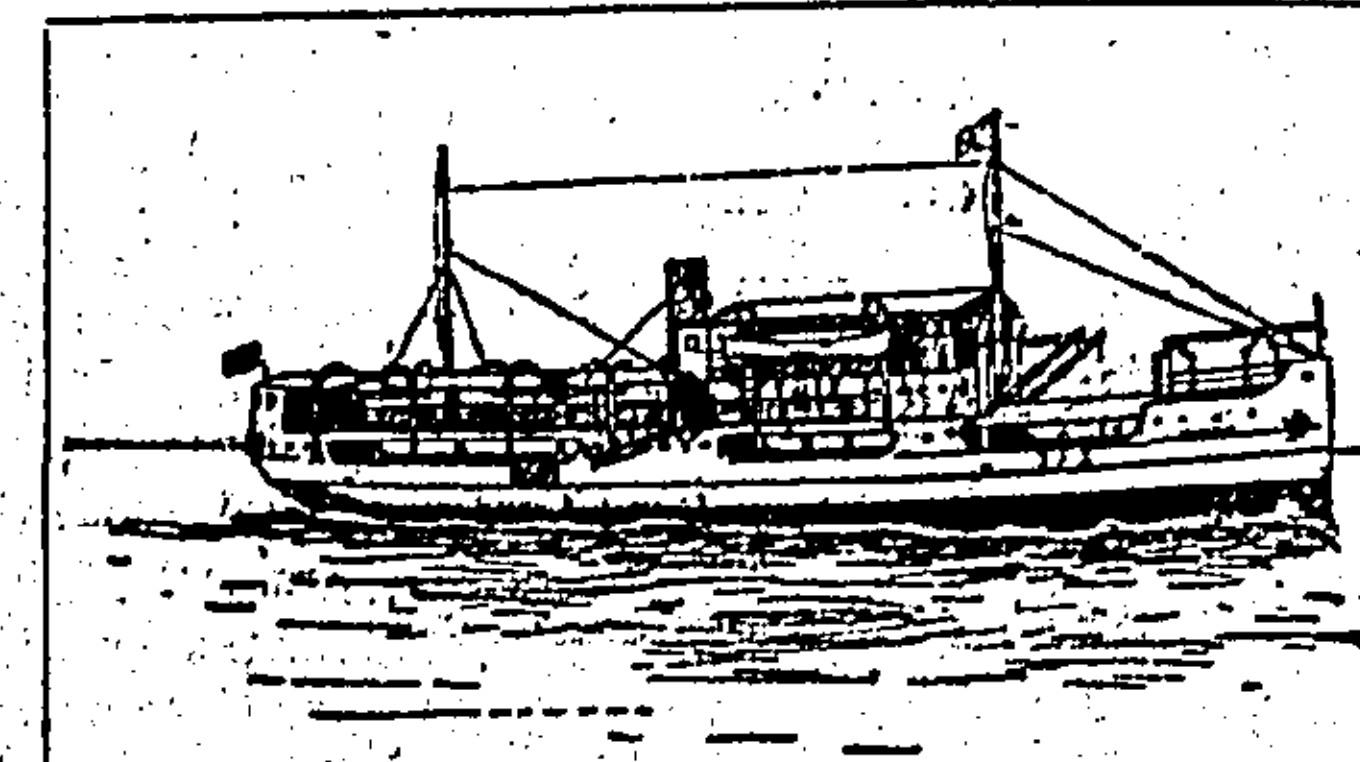
DATE	HIGH WATER	LOW WATER
Jan	Standard Times	Standard Times
Thurs 29	11 28 18 47	5 32 17 57
Fri 30	12 07 19 26	6 00 18 36
Sat 31	12 46 20 05	6 38 19 15
Sun 1	13 25 20 44	7 16 19 54
Mon 2	14 04 21 23	7 54 20 33
Tues 3	14 43 22 02	8 32 21 12
Wed 4	15 22 22 41	9 10 21 51

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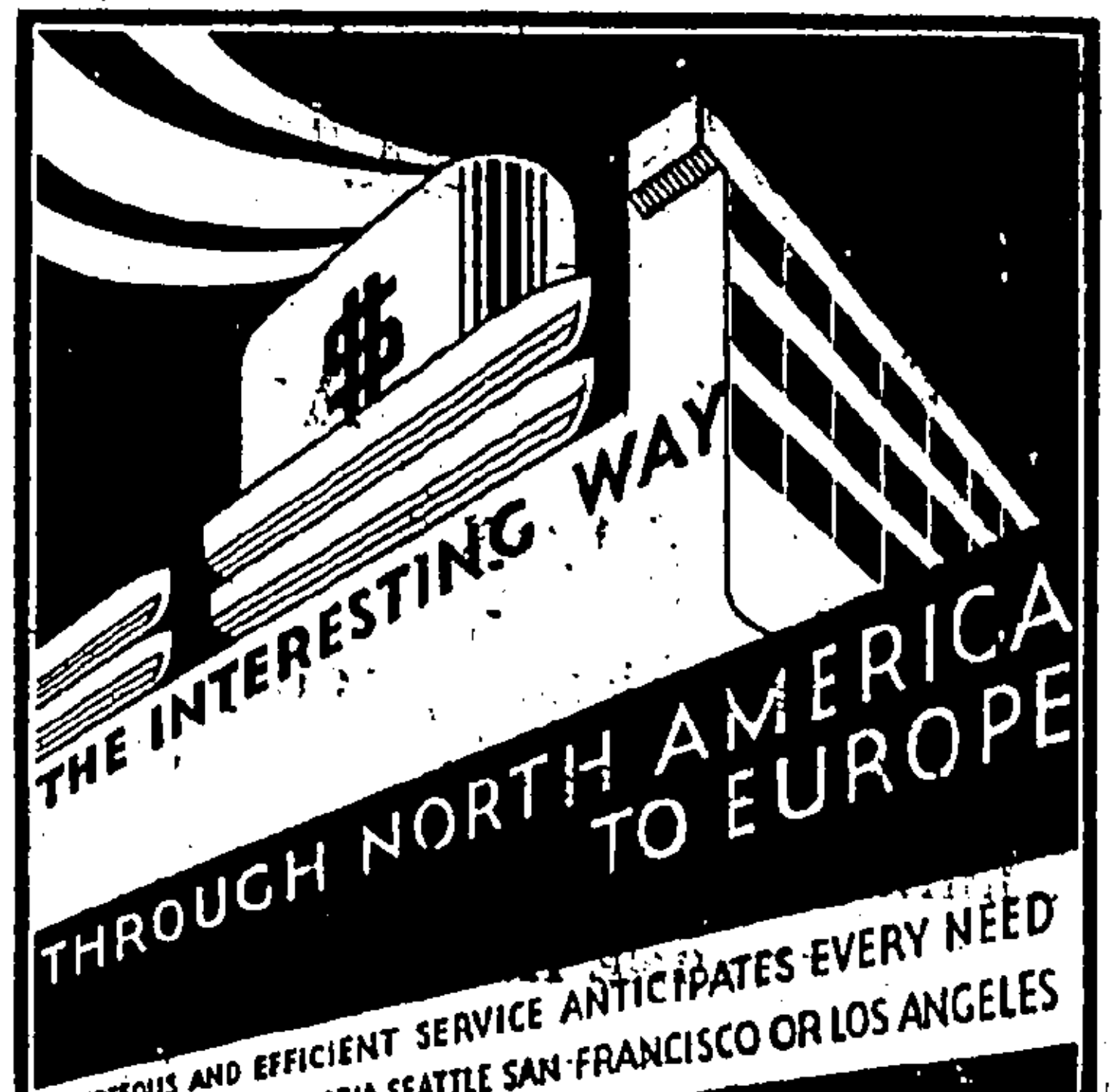
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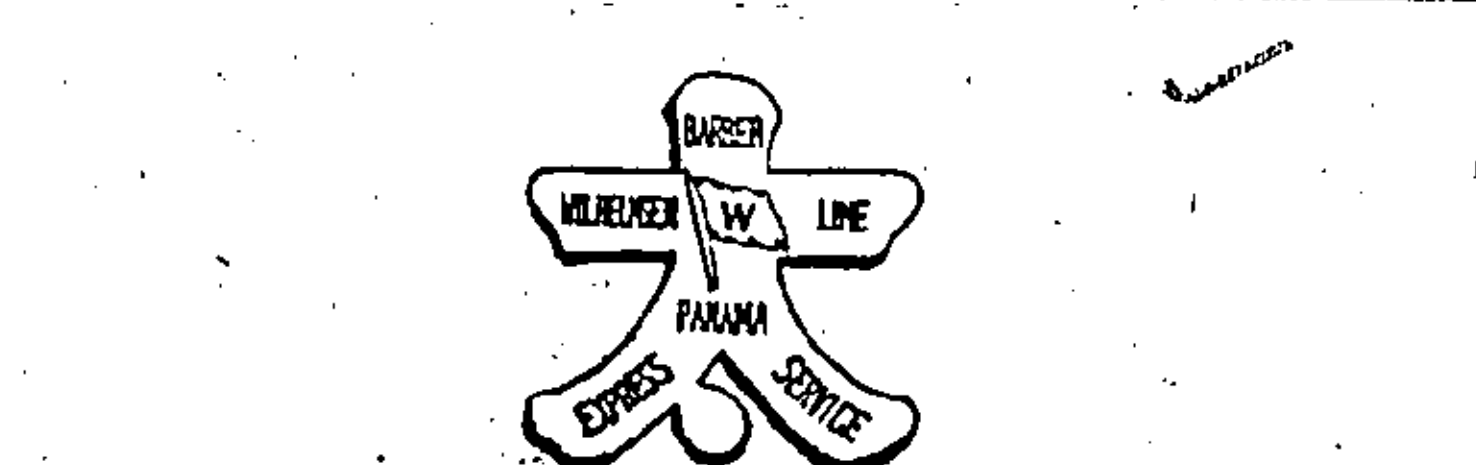
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Overland China Mail.

[The weekly edition of the "China
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Hong Kong, Thursday, Jan. 29, 1931.

EMPIRE TRADE.

Anything that concerns Empire
trade is of keen interest to us in
the Colony, and the more so at
a moment when a section of the
Press is bolstering up the move-
ment in favour of native goods.
The progress report for 1930 of
the Imperial Economic Committee
was published at Home in mail
week, being the 17th report since
the Committee first assembled in
March, 1926. At that time the
terms of reference were "to con-
sider the possibility of improving
the methods of preparing for
market and marketing within the
United Kingdom the food pro-
ducts of the overseas parts of the
Empire, with a view to increasing
the consumption of such products
in the United Kingdom, in pre-
ference to imports from foreign
countries, and to promote the in-
terests both of the producers and
consumers."

The report states that the Im-
perial Conference of 1926 express-
ed the opinion that the Committee
should complete the series of in-
vestigations into the marketing
of Empire food stuffs in Great
Britain and while this work was
proceeding should put forward
for the consideration of the vari-
ous Governments concerned (a) a
list of raw materials for possible
further marketing inquiries and
(b) suggestions for the pre-
paration and circulation of
brief preliminary surveys of
any branch of Empire
trade and marketing, such
preliminary surveys to be follow-
ed up by further inquiries, if de-
sired.

products, raw materials and trade
surveys—had been completed
and submitted. A considered list
of further raw materials in re-
gard to which it appeared that in-
quiries might yield useful results
had been presented to the Govern-
ments concerned.

The Committee had felt it
necessary to call attention to the
fact that considerations were in-
volved in regard to raw materials
which were in a large measure of
a different order from those to
which it had paid attention when
reporting on foodstuffs. The
Committee had, therefore, sug-
gested that it might be allowed
to take a wider view than that
contemplated in the original
terms of reference, which were
concerned with marketing only in
the United Kingdom.

There remained under the
latest addition to the terms of re-
ference the trade surveys, in
which the Committee was directed
to present the salient features
of world industries when regard-
ed from the standpoint of the
trade of the British Empire. The
Committee had become more and
more impressed with the neces-
sity of investigating the progress
of our foreign competitors no less
than that of Empire producers.

"There are three suggestions
of a general nature," the Com-
mittee declared in its latest re-
port, "to which we may, perhaps,
justifiably call attention as emerg-
ing from our inquiries. In the
first place, producers in the dif-
ferent parts of the Empire re-
quire information as to what is
taking place in their several
trades beyond their immediate
ken. Early intimation of some
of this information such as sea-
sonal crop prospects, movement
of crops, changes in marketing
methods, tariffs, export or im-
port regulations, is necessary if
it is to be of practical value. In
the organised wholesale trades
private initiative supplies part at
least of this want. But the trade
circulars so prepared do not, for
the most part, reach producers
and are, moreover, prepared for
distribution in particular circles.
There are also the various and
valuable returns published by
both Empire and foreign Govern-
ments. But these returns, from
their very completeness, are ne-
cessarily as a rule belated, when
regarded as trade intelligence for
the guidance of producers faced
with alternatives of action. Other
information serving a different
purpose is of value to producers
who contemplate the investment
of capital in new developments,
and accordingly desire to ob-
tain an idea of the future demand
for the product they propose to
develop."

cultivate. To enable them to form
a judgment they require for
their particular product a review
setting forth the production and
consumption in the different coun-
tries of the world and the develop-
ments in sight.

"We think that it is worth con-
sideration whether on an Empire
basis an intelligence service
might not be organised which
would aim at promptitude and
such reasonable accuracy as
would meet the requirements of
practical men. Such an intelli-
gence service would have
to be organised trade by
trade. In the second place
we desire to express our
opinion that the creation and as-
similation of Empire standards in
regard to many trades, both of
primary production and manufac-
ture, should greatly simplify the
promotion of inter-Imperial trade.
As we progress with our new
function of supplying preliminary
trade surveys we are more and
more impressed with this re-
quirement. In the third place we
repeat the hope that under the
lead of the economic organisation
of the League of Nations further
steps should be taken to secure
that trade statistics compiled by
the various Governments of the
world should be based on such
common rules as will render them
more truly comparable."

News in Brief.

Two cases of typhoid fever were
notified yesterday from Kowloon—
one Chinese and one non-Chinese.

The lowest open air temperature
yesterday was 53 degrees. The
humidity was 81 degrees at 10 a.m.
and 83 degrees at 4 p.m.

The Honorary Treasurer of the
Benevolent Society acknowledges an
anonymous sum of \$5, received
through the post, also a registered
letter containing \$12.

The funeral of Mr. M. L. Brodie
took place at the Protestant
Cemetery last evening, the Rev.
E. G. Powell officiating in the pre-
sence of a large gathering of
European and Chinese friends.

The body of a Chinese male,
named Lap Wan (30) stated to be a
immigrant from Singapore, was
found hanging from a water pipe in
Ko Chow Boarding House, 139
a bathroom on the second floor of
Connaught Road Central. It was
removed to the Public Mortuary.

Charged with the unlawful
possession of ten tael of illicit
opium, a Chinese stoker on
the a.s. Cheun Chow plead-
ed guilty before Mr. R. E.
Lindsell at the Central Police
Court this morning and was fined
\$1,000 with the alternative of six
months' hard labour.

A Chinese woman named Wong
Yee, widow, was to-day fined \$60,
or five weeks' jail, by Mr. H. R.
Butters, in the Kowloon Court for
keeping an undesirable house on the
second floor of 514, Canton Road.
The same penalty was imposed on
Yip Yee, also a widow, of 10,
Cheung Lok Street, for a similar
offence.

Owing to the fall in silver and in-
order to meet its liabilities for the
carriage of its mails abroad, the
Chinese Postal Administration is
again raising its postage rates on
international mail matter (Hong
Kong and Macao excepted) by one
third as from February 1. For
example, the present postage on an
ordinary letter is 15 cents, which
will be advanced to 20 cents, and so
on. Postage on parcels for Hong
Kong, Macao and abroad has
also been advanced and rates
can be obtained from the nearest
Post Office.

PRESS CENSORSHIP.

ARE THE LOCAL REGULATIONS
ULTRA VIRES.

LEGAL SUBMISSIONS.

When the Chinese Press censor-
ship case was resumed before Mr.
H. E. Lindsell yesterday after-
noon, Mr. F. H. Loseby, defending
the Editor and printer of the Wah
Kiu Yat Po, argued on the legal
aspect of the case, claiming that the
regulations governing the censor-
ship of Chinese newspapers were
ultra vires.

He went further and stated that
the Ordinance itself was ultra
vires to the Constitution and to the
Governor's powers. Mr. Loseby said
that even if he was wrong on that
point, he would submit that the re-
gulations themselves were ultra
vires. "If I am still wrong, I
shall submit that the continuation
of the regulations—in the strictly

legal sense—is a gross abuse of the
powers granted in times of danger
and emergency."

Mr. Lindsell: The same argu-
ment would apply to the selling of
chocolates after 8 o'clock under
the Defence of the Realm Act at
Home?

Mr. Loseby: Oh, no! There is
a vast difference between the Im-
perial Parliament, and the Colonial
Legislature. The Imperial Parlia-
ment can do almost anything ex-
cept make a black man white.

Mr. Lindsell: Or a woman a
man?

Governor's Powers.
Continuing his argument, Mr.
Loseby said that the Imperial
Parliament was a constitutional
Parliament in which every subject
had a right to raise any question
through his or her representative.
"Here in Hong Kong," said Mr.
Loseby, "we have got certain
powers given to a Governor for use
at a certain time and I say that if
these powers are wrongly used or
in any way abused, then my former
remarks apply."

Referring to a judgment by Sir
Henry Gollan, Mr. Loseby said:
"The learned Chief Justice has held
that it is not competent for the
Court to look into the question of
whether an Ordinance has been
reserved or not. But I say that
the Ordinance is nevertheless ultra
vires, and that there is a very great
constitutional safeguard in the in-
structions."

Mr. Loseby also submitted that
the regulations concerned in the
case were bad because they were
absolutely without any limit what-
soever. He asked the Court to bear
in mind that some of the regula-
tions passed under the Ordinance
had since been repealed. "There
is no question whatever," said Mr.
Loseby, "that the emergency under
which these regulations were made
is any longer in existence."

Mr. Lindsell: Do you say that
that is a matter of which the Court
should take cognisance?

Mr. Loseby: No, Your Worship.
Mr. Whyte-Smith (for the
Crown): Surely that is a matter
for the Legislature to decide. It is
for them to say whether a state of
emergency is still in existence.

Mr. Lindsell: I should say the
whole power is in the hands of the
Executive.

Mr. Loseby: And the Executive
in this case is apparently in the
position of usurper.

Constitutional Powers.

"If this Ordinance is intra
vires," Mr. Loseby said, "your
Worship has to find that a delegated
authority may, by Ordinance, create
another body which shall have
powers of legislation without the
constitutional checks imposed on
the original body. I think that
must follow and that must be your
finding and that must be the law.
You have also got to go further
and say that the new body may
have greater powers than the creat-
ing body. You will also have to
say that powers given for use on
occasions of great danger and
emergency can be used after the
danger is passed."

Mr. Lindsell: Who is to say that
that danger is passed?

Mr. Loseby: The best way to
determine that is to ask "What
have we got left?"

Mr. Lindsell: The greater part
of that danger may have passed
but some part of it may have re-
mained.

Mr. Loseby then dealt with the
regulations one by one and point-
ed out that practically all of them
had been repealed. He concluded
by submitting that the Ordinance
was in fact ultra vires, and, fail-
ing that, that the regulations were
ultra vires. He further submitted
that the regulations had not been
properly made because there had
been no proclamation or declaration
that the Colony was at the time
of the making of the regulation
in a state of danger or emergency.

He concluded, "Even if I am
wrong in every one of these points,
I still say without hesitation that
the bringing of this charge is a
gross abuse of the powers granted
to the Governor for use in times of
great danger only."

Mr. Lindsell indicated that he
would give a written legal opinion
on the legal points raised as the
matter was clearly of considerable
importance to the Chinese Press.
The case was adjourned until
February 9.

AIRMAN'S DEATH.

FAMED FOR RESCUE OF GEN.

NOBLE.

Stockholm, Yesterday.
The airman Captain Lindborg
has crashed and died of his in-
juries.

It will be recalled that he won
fame in rescuing General Noble,
after the accident to the airship
Itala on its North Pole expedition
in 1928. Captain Lindborg discovered
Noble and several companions on
the ice, and rescued them, the
General being taken off first.
This led to accusations against
Noble of disregarding his com-
mitments, and an international con-
troversy at one time threatened to
develop.

IRISH FOLK SONGS.

GLEE SINGERS GIVE A FINE
PERFORMANCE.

VARIED PROGRAMME.

As Mr. Edward Branscombe, the
Director of the Westminster Glee
Singers, said in his "talk" to the
audience in the Theatre Royal last
night, folk songs are an antidote to
the disease of jazz and even people
who say they do not care for music
cannot have anything but affection
for the songs of their own land. It
is difficult to say what proportion
of the audience was Irish, although
many Irishmen must have gone es-
pecially to hear the folk songs;
whatever nationalities it was com-
posed of showed a fervid apprecia-
tion of the melodies and clapped
those haunting, never-to-be-forgot-
ten airs as heartily as they de-
served.

The programme was suitably
varied, and included only nine
Irish songs. Very pleasing was
the group of old Irish ditties, "The
Gentle Maiden," and "The Low-
Backed Car," which have been
admirably arranged by Mr. Brans-
combe. Mr. Wilfred Thomas
found an adequate medium for his
bass voice in "The Donovans," that
whimsical specimen of humour on
the theme of Irish hospitality,
whilst the boy soprano sang "My
Love's an Arbutus" with much de-
licacy.

We may have heard "The Sham-
rock" hundreds of times, but as
sung by Mr. Ernest McKinlay
(tenor) it assumed an unfamiliar
sweetness. Perhaps the most
popular song of the evening was the
rollicking "Phil the Fluter's Ball,"
which Mr. Albert Greene, who has
a rich and flexible bass voice, sang
and acted in a manner which sent
the audience roaring with laughter
and keeping time with its feet
(perhaps to the annoyance of the
staid elements). The Irish
section of the programme end-
ed with "St. Patrick's Day" and
"The Harp That Once Through
Tara's Hall," both of which were
finely rendered by the company.

Sea Shanties.

The earlier part of the pro-
gramme included a cycle of Scottish
airs, and old English pastoral (17th
century), a humorous part-song,
and (best of all) three sailor
shanties by Mr. Greene with a
chorus. It is quite unnecessary
for anyone to sing "Shenandoah"
better than Mr. Greene sang it, for
he re-created the atmosphere in
which it was born, long years ago,
in the fo'c'sle of a windjammer.

To hear the Westminster Glee
Singers is almost as good as a "spot
of leave," for one cannot go away
without feeling enriched by songs
that are as old as the land sung by
highly-trained and beautiful voices.
—RAMALOSH.

SCHNEIDER RACE.

PREMIER'S PROMISE TO
DEPUTATION.

Rugby, Yesterday.
The Prime Minister told the de-
putation of Members of Parliament
last night that he was willing to
reconsider the Government's de-
cision not to take an official part in
the Schneider Trophy race, and
would make a statement in reply
to a question in the House to-
morrow.

Mr. MacDonald, who has done a
great deal of flying, is personally
desirous of the attempt being made
to retain the Trophy, and the de-
putation were impressed by Mr.
MacDonald's extensive knowledge
of all the aspects of the contest,
not excluding the purely technical
question. The question of expense
is no longer regarded as an obstacle
to participation.

Other aspects of the matter are
being discussed to-day with the
Air Ministry, and the Admiralty.
Lady Houston yesterday offered
to meet the extra expenses of de-
fending the Trophy beyond that
already provided privately. —
British Wireless Service.

ANNA PAVLOVA.

DANCER'S BODY LYING IN
STATE.

Rugby, Yesterday.
The body of Madame Anna
Pavlova arrived in London this
morning from Gravesend, and
was taken to the Russian Ortho-
dox Church, for the lying-in-state
until to-morrow.—British Wire-
less Service.

Ten Years Ago.

[From the "China Mail," of
January 29, 1921.]

To-day's dollar is worth 2/8
3/16.

At the first general meeting of
St. Andrew's Church Men's Asso-
ciation held on Thursday evening
the rules were adopted setting forth
the aims and objects of the Asso-
ciation, viz., physical recreation,
literary and musical entertain-
ment, and the moral welfare
of the members.

MUNSANG COLLEGE.

ANNUAL DISTRIBUTION OF PRIZES.

FIVE YEARS' PROGRESS.

The Hon. Dr. S. W. T'so O.B.E., LL.D., distributed the prizes at the annual prize-day of the Munsang College, yesterday afternoon and in the course of his speech touched on literature played in the life of the essential role that Chinese ordinary Chinese youth.

Supporting Hon. Dr. T'so on the platform in the College hall was the Rev. A. D. Stewart, M.A., and other members of the College Council. Songs and addresses were given by the elder pupils.

Annual Report.
The College Principal (Mr. Rufus I. J. Huang) read the report. He said, in part:—

With the closing of 1930 the school has passed the fifth year of its history. This year witnesses a number of events which show promising signs of growth. Our number of boys steadily keeps on increasing and has reached the 240 mark, of whom 45 are boarders. Our Primary department, which is under the capable management of Miss Ada Wong, has been greatly improved. It is packed at present to its full capacity. Our Kindergarten is also well attended. To meet the need of expansion for the coming year, the school has taken three more flats of Dr. T'so's house in Kaiyung Street for 1931.

School opened for 246 days (excluding Sundays) during the year. Attendance is excellent, being over 97 per cent.

The general health of the pupils and the teaching staff has been very good. We are grateful to our College Physician, Dr. Castro Basto, for his careful attention to several cases that had arisen and for his service in giving physical examination to our new boys at the beginning of the year. One hundred and fifty students were vaccinated last December by the St. John Ambulance, Mong Kok Division.

Candidates' Successes.
We sent in four candidates,—all we got in our two upper classes—for the Local University Examinations. Two were successful. One student was awarded the Senior Certificate, with distinction in

vated without being distant and which is something neither ancient nor modern, always new and incapable of growing old."

I address you on this subject of teaching Chinese in order to show you the difficulty we are encountering at our present day in the matter of Chinese education; and the danger we are running of losing Chinese national character, if Sze Shu and Ku Mun are to be banished from our curriculum. It behooves teachers of Chinese therefore to pay special attention to the teaching of Chinese in their schools and save Chinese civilization from being thrown overboard. The teaching of Confucian principles are more needed in our present day life than any other period in Chinese history.

Mr. Wong Kwong-tin, spoke on the necessity of the Chinese learning their own literature. He gave instances of errors by Chinese who neglected this essential side of their education.

The Prize-winners.

The full list of successes and prizes follows:

Certificate and Prize-Winners.
Senior Certificate:—Chan Ying-mang (Diet. in Mechanics).
Junior Certificate:—Tsang Tsuen-tan.

Senior III.—1st prize, Chang Ying-mang; 2nd prize, Chan Sing-chak; 3rd prize, Chan Luen-fong.
Senior II.—1st prize, Tsang Tsuen-tan.

Senior I.—1st prize, Chan Kim-yung; 2nd prize, Yim Chi-ko; 3rd prize, Lam Mong-sung.
Junior III.—1st prize, Leung Sik-hon; 2nd prize, Lau Seng-on; 3rd prize, Lee Wai-tak.
Junior II.—1st prize, Yim Kun-lun; 2nd prize, Wong Kwok-king; 3rd prize, Chan Leung-tak.
Junior I.—1st prize, Hong Tung-tick; 2nd prize, Chan Wing-yiu; 3rd prize, Lee King-sun.

Preparatory II.—1st prize, Cheung Yung-yung; 2nd prize, Cheung Chang-wang; 3rd prize, Cheung Sue-wung.
Preparatory I.—1st prize, Li Cho-fook; 2nd prize, Leung Wing-pai; 3rd prize, Wong Kwei-hong.

Special Prizes.
Prize for Mandarin Essay Writing:—Chan Luen-fong.
Prize for Mandarin Public-Speaking:—Chan Sing-chak.
The "Four Corners Dictionary" Prize: (Middle School), Lee Wai-tak; (Primary School), Chung Ting-kau.
Ping Pong Championship Prize:—Chan Tung-yuen.

WORLD UNEMPLOYMENT.

[By Burton Marks.]

A survey of the world at the end of 1930 is not the road to optimism. Unemployment has grown steadily more acute in almost every country in the world. Grave as it is in this country, it may be questioned whether it is not equally as grave in Germany and in the United States.

Two views seem to have come to be widely accepted in 1930; first, that Unemployment is an international and not a national problem; secondly, that it is related to the fall in wholesale prices. What makes the crisis so serious here is the fact that it is not a slump following a boom, but a slump, following a steady decline.

For all the recognition that the problem is international, there still is a reluctance to try to solve it internationally, though the instructions to the International Labour Organisation of the League of Nations to institute a thorough enquiry mean a step in the right direction. There is, however, in this country a marked tendency to argue that "economy" must be the order of the day; economy of man-power, economy of social services, economy of wages. If it is true that the fall in wholesale prices is partly due to hesitation to buy, in anticipation of a further fall, it is difficult to see how a reduction of purchasing power of the workers, the substitution of machines for men, or the reduction of State services which automatically involve purchase (instead of leaving it to the caprice of individuals) can provide a solution.

The tendency towards wage reductions is not confined to this country; it is to be seen also in Germany and Italy, to mention only two countries. If the object of wage reductions is to reduce costs of production, much else may follow. Hours of work quite probably will be increased so that yet more goods may be thrown upon the irresponsible market.

Are not we in Great Britain a little too confident that our "9th Hour Day" is safe? More than once in the past five or six years, strenuous efforts have been made in certain industries to get the working day lengthened; may they not be renewed, more generally and perhaps more plausibly, in this crisis?

The Government has re-introduced its Hours of Industrial Employment Bill, and if and when it passes into law it is intended to ratify the Washington Hours Convention. The Convention may not offer much "improvement" to British workers; but to enter into an International Treaty will at least be to secure for them a guarantee against reaction which to-day they do not possess.

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL.

Social Functions.

To-day—Tea Dance at Hong Kong Hotel.

To-night—Dinner Dances at Peninsula and Hong Kong Hotels.

Saturday—Social at Helena May Institute, Kowloon.

Saturday—Annual Concert and Dance, Morrison Hall, University.

Entertainments.

To-night—Theatre Royal, "Westminster Glee Singers."

To-day—Queen's Theatre, "Man Trouble."

To-day—Central Theatre, "Thunderbolt."

To-day—Majestic Theatre, "Her Private Life."

To-day—World Theatre, "The Million Dollar Collar."

To-day—Star Theatre, "The Little Adventurer."

Saturday—Theatre Royal, Westminster Glee Singers, (matinee), 3 p.m.

Home Malls

To-morrow—Inward from Europe via Siberia (Comorin); from Europe via Suez (Malwa); from America and ports (President McKinley); Outward for Europe via Siberia (Malwa), 6 p.m.

Land Sales.

February 2—At P.W.D. Offices, three lots of Crown land, 3 p.m.

Sports.

See Diary on Page 8.

Meeting.

February 10—K. Land Investment & Agency Co., Ltd., ordinary meeting, Messrs Jardine Matheson's Offices, 12.30 p.m.

Lammer's Auctions.

To-morrow—At 6, Minden Avenue, Kowloon, household furniture, 10.30 a.m.

To-morrow—At Sales Room, household furniture, 2.30 p.m.

Miscellaneous.

Monday—Annual Inspection of St. John Ambulance Brigade, South China Athletic Football Ground, 5.15 p.m.

February 19—Entries close for Horticultural Society's Annual Show of Flowers and Vegetables, noon.

February 25—Horticultural Society's Annual Show of Flowers and Vegetables, City Hall.

RADIO

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on a wavelength of 355 metres—

5-9 p.m.—European Programme of Victor Records.

5-6 p.m.—Variety.

Orchestra—On a Beautiful Summer Night, Honeyuckle.

Waino Kauppi and His Suomi Orchestra (20871).

Humorous Song—The Song of the Sewing Machine, Fanny Brice (21168).

Song—When Summer is Gone, Frank Bauer, Tenor (21904).

Accordion and Banjo—This is Paris, Gardoni & Puig (21033).

Barcelona—Paso Doble, Gardoni & Puig (21033).

Song—For Seven Long Years I've Been Married, Kelly Harrell (21069).

Impressions of London (Westminster), Stanley Roper (20629).

Whispering, Baritone—You Won't See Me If I See You, Jack Smith (20620).

NEW ADVERTISEMENTS

NOTICE.

ON and AFTER 31st January, 1931, the following Roads will be Open to Light Motor Traffic:—

1. Bowen Road from the junction of Garden Road to the junction with Magazine Gap Road.
2. Magazine Gap Road from the junction of Bowen Road to the junction with May Road.
3. May Road from the junction with Magazine Gap Road to Aigburth Hall.

These Roads are not open to Motor Lorries or Motor Omnibuses.

E.D.C. WOLFE,
Inspector General of Police.
28th January, 1931.

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Song—Uncle Ned, Old Black Joe, Lawrence Tibbett, Tenor (1235).

Humorous Song—At the Theatre, Phil Baker (20970).

Dialogue—Well! Well! Well! Just a Couple of Good Guys Gone Wrong, Harry Jans-Harold Whalen (21022).

6-6.45 p.m.—From the Studio—European Children's Concert.

6.45-7 p.m.—Orchestra, Spanish Caprice (Rinsky Korsakow), San Francisco Symphony Orchestra (1185).

Deep Night (Vallé and Henderson), Victor Salon Orchestra (21923).

The Waltzing Doll (Poldini), At Darning (Cadman), Victor Concert Orchestra (20958).

7 p.m.—Stock Quotations.

7-7.35 p.m.—Concert.

Piano Solo—Nocturne in F Sharp Major (Chopin), Ignace Jan Paderewski (6825).

Song—Robin Adair (Kappel), Frances Alda, Soprano (1188).

Violin Solo—Serenade (Vieuxtemps), Renee Chemet (1242).

Song—Drink to Me Only With Thine Eyes (Ben Jonson), Lawrence Tibbett, Baritone (1238).

Piano Solo—Dance of the Gnomes (Liszt), Seigel Rachmaninoff (1184).

Song—Ma Curly-Headed Baby (Clutsam), Hulda Lachanska, Soprano (1334).

Violin Solo—Maidena (Albeniz-Kreisler), Cancion Popular (De Falla-Kochanski), Fritz Kreisler (1244).

Song—Silver Threads Among the Gold (Rexford-Danks), John McCormack, Tenor (1173).

7.35-8 p.m.—Leethover's Quartet No. 2 in G Major, Elmsley Quartet (1218-21).

8-10.30 p.m.—Chinese Studio Concert.

9 p.m.—Weather Report, Local Time, etc.

10.30 p.m.—Close Down.

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PUBLIC AUCTION.

PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on MONDAY, the 2nd day of February, 1931, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshulpo, in the Colony of Hong Kong for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Lot.	Boundary Measurements.	Contents in Acres, Roods, and Perches.	Annual Rental.
1.	ft. ft. ft. ft. about	15,300	210
As per sale plan, 15,300			

PUBLIC AUCTION.

PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on MONDAY, the 2nd day of February, 1931, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Mong Kok Tsui in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot.	Boundary Measurements.	Contents in Acres, Roods, and Perches.	Annual Rental.
1.	ft. ft. ft. ft. about	18,340	210
As per sale plan, 18,340			

PUBLIC AUCTION.

PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on MONDAY, the 2nd day of February, 1931, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Mong Kok Tsui in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

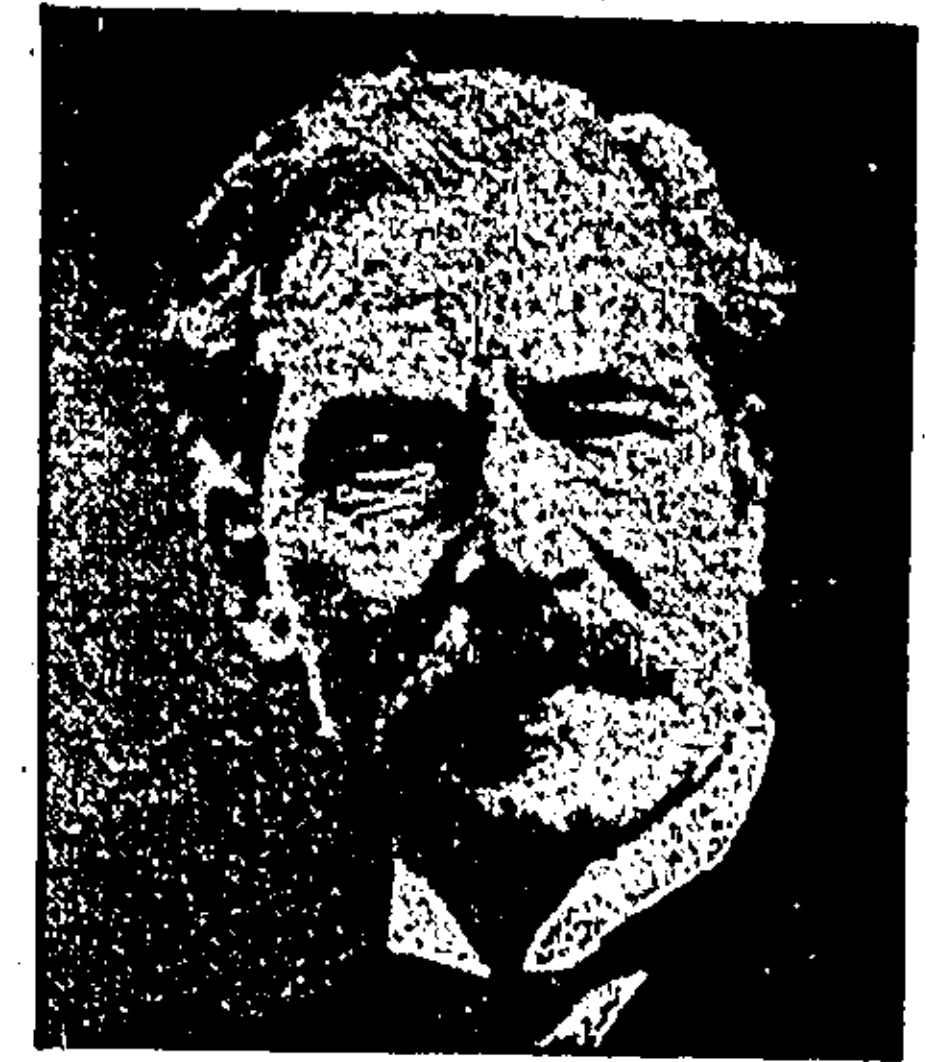
PARTICULARS OF THE LOT.

No. of Lot.	Boundary Measurements.	Contents in Acres, Roods, and Perches.	Annual Rental.
1.	ft. ft. ft. ft. about	19,500	220
As per sale plan, 19,500			

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REPLAYS IN ENGLISH
CUP.Sunderland and Wolves
Win.

LEAGUE SURPRISES.

Two replays in the fourth round of the English Cup were decided yesterday, both resulting according to anticipations.

On their own ground Sunderland gave Bolton Wanderers their quietest by a couple of goals margin, thus qualifying to meet Sheffield United in the fifth round on February 14.

Wolverhampton Wanderers again met Bradford City, when they won with a couple of goals to spare. They now meet Barnsley in the next round, which they ought to survive even on foreign soil.

Wednesday Fall.
In the First Division of the League Sheffield Wednesday visited Manchester, where the lowly United trounced them by a three-goal margin.

Sheffield United and Manchester City played a drawn game on the ground of the former, a similar result being witnessed in the meeting of Leeds and Blackpool.

Portsmouth received a setback at Birmingham, going under by the odd goal in three.

The Arsenal sharpshooters had another field day, crushing Grimsby by the big score of 9-1.

Notts County Lose.
Six matches were played in the Southern section of the Third Division, the most outstanding being the fall of Notts County at Bournemouth.

Northampton visited Exeter and were forced to share the points.

Brighton had a smart win over Torquay, whilst Luton accounted for Watford by a margin of three goals.

Gillingham, on their own ground, were held to a draw by Brentford, but Bristol Rovers, also playing before their own supporters, lost to Southend by the odd goal in five.

RESULTS AT A GLANCE.

English Cup—Fourth Round.

Sunderland 3 Bolton W. 1

Wolves 4 Bradford C. 2

The revised draw is as follows:

Birmingham v. Watford

Chelsea v. Blackburn

Barnsley v. Wolves

Portsmouth v. West Brom.

Everton v. Grimsby

Exeter v. Leeds

Southport v. Bradford U.

Sunderland v. Sheffield U.

English League—Division I.

Manchester U. 4 Wednesday 2

Sheffield U. 2 Manchester C. 2

Leeds U. 2 Blackpool 2

Birmingham 2 Portsmouth 1

Arsenal 9 Grimsby 1

Division III.—Southern.

Brighton 3 Torquay 0

Gillingham 1 Brentford 1

Exeter 3 Northampton 3

Bristol R. 2 Southend 3

Bournemouth 2 Notts C. 1

Luton 4 Watford 1

—Reuter.

REVISED LEAGUE TABLES.

English League—Division I.

Arsenal 24 W. D. L. F. A. Pts.

Wednesday 27 16 5 3 78 35 37

Aston Villa 27 13 6 5 71 45 37

Derby 25 13 7 5 69 40 33

Tottenham 23 11 9 3 68 31

West Ham 25 12 6 8 65 30

Middlesbrough 27 12 4 11 58 25

Huddersfield 25 10 7 9 58 48 27

Manchester C. 27 11 5 11 46 48 27

Blackburn 25 10 6 10 55 50 26

Sheffield U. 25 9 8 9 55 50 26

Chelsea 25 10 5 10 45 25 25

Liverpool 25 9 7 10 54 54 25

Leicester 25 11 3 11 53 59 25

Newcastle 25 10 4 12 55 59 24

Sunderland 25 7 8 10 51 61 22

Bolton 25 9 4 12 45 45 22

Leeds 25 8 5 13 52 53 21

Firmingham 26 7 12 40 51 21

Blackpool 26 6 7 13 43 48 19

Grimsby 26 7 4 15 39 56 18

Manchester U. 27 4 19 38 84 12

Division III.—Southern.

Notts Cnty. 26 16 6 4 62 30 38

Brighton 25 11 10 4 48 28 32

Southend 26 15 2 9 51 41 32

Crystal Pal. 25 15 5 5 70 40 31

Northampton 25 12 7 7 45 30 31

Fulham 26 12 5 9 52 50 29

Brentford 26 12 5 9 51 42 29

Coveytry 26 12 4 9 59 42 28

Exeter 26 9 9 8 47 62 27

Bournemouth 25 10 7 9 43 0 27

Torquay 27 11 5 11 56 0 27

Swindon 26 12 8 12 53 57 20

Luton 26 10 6 10 37 38 25

Queen's P.R. 26 11 8 12 54 25 25

Gillingham 26 8 9 9 43 42 25

Bristol R. 27 8 12 45 0 23

Watford 26 9 5 12 43 0 23

Clapton O. 24 9 4 11 40 47 22

Walsall 25 6 7 12 51 59 19

Newport 23 7 3 15 30 74 17

Norwich 23 6 4 15 23 47 16

Thames 23 6 3 17 23 45 15

SATURDAY'S FORECASTS.

Owing to pressure on our space to-day, "Linesman's" exclusive forecasts for Saturday's League matches and Scottish Cup ties are held over, but will appear tomorrow.

Sport Columns

DEPLORABLE SCENE
AT 'SOCCER' MATCH.Crowd of 500 Chinese
Rush the Field.

POLICE BATTERED.

Manila, Yesterday.

Three persons were badly injured included a Filipino Police Sergeant, in a riot during a soccer game between an All-Filipino eleven and a team from Chianan University, Shanghai. The disturbance terminated the match in the second half, when Chinan were leading by 2/1.

A dispute between the Chinan coach, a linesman, and a Filipino spectator caused more than 500 Chinese spectators to rush on to the field. A Sergeant and eight patrol men, who were attempting to hold them back, were beaten with chairs. The police, who were assisted by Filipino spectators, used clubs. Nine Chinese and one Filipino were arrested and jailed for several hours. No players were involved in the rioting.—Reuter.

UNIQUE FOOTBALL
MATCH.Borderers' Veterans
Beat R.A.O.C.

THREE CLEAR GOALS.

On the Sookunpo ground yesterday afternoon, the South Wales Borderers defeated the Royal Army Ordnance Corps by three goals to nil in a unique football match. Conditions required the total service of each team to be above 220 years, and only completed years of service in each individual case was to be counted, and no individual with less than 12 years' service (exclusive of boys' service) was allowed to play.

The Borderers were the better side, showing a fine understanding of one another's play. Both sides had their share of the exchanges, but the Borderers showed better shooting abilities.

Sgt. Costin scored the first goal for the Borderers, and some time later Condr. Mitchell, of the R.A.O.C., had the misfortune to put the ball into his own goal. Sgt. Norris put his side further ahead by scoring their third and last goal with a good shot.

Result:—
Borderers 3
R.A.O.C. 0

The total service of the Borderers' team was 222 years and was composed of the following:—R.S.M. Norman (20); Sgt. Jenkins (20); Sgt. Soir (17); Sgt. Norris (12); C.S.M. Kite (18); C.Q.M.S. McFarlane (20); D.M. Thomas (15); C.Q.M.S. Hawker (25); Bandmaster Gocks (33); Sgt. Costin (16) and Sgt. Organ (17).

The R.A.O.C. team totalled exactly 220 years' service and was composed of the following:—S.Q.M.S. Farmer (22); Condr. Mitchell (20); S/Sgt. Richardson (14); Q.M.S. Hodge (19); S/Sgt. Sanderson (14); Condr. Fox (27); S.M. Spary (23); Lieut. Mockler (28); Q.M.S. Anderson (22); S/Sgt. Carter (16) and Q.M.S. Duffell (15).

CRICKET.

VOLUNTEER TEAM FOR
SUNDAY.

The following will represent the Hong Kong Volunteers against the Kowloon Cricket Club on Sunday, February 1, at 11 a.m. at the K.C.C.:—

B. J. E. Mitchell (captain), A. Reid, K. H. Butler, R. E. Grimthorpe, V. A. E. Mackay, S. V. Smith, F. Whitham, E. H. D. Wade, G. O. Barnett, F. B. W. Smith and J. D. A. Hutchison. The following have been selected to represent the University, 1st XI, in a League match against Craigengower Cricket Club on Saturday at 2 p.m. sharp:—D. J. N. Anderson (captain), A. Baker, L. T. Rids, F. A. Redmond, D. E. Samy, A. B. Suleman, K. P. Gan, A. M. Rodriguez, A. F. McNamara, A. Chan, Fook and A. B. A. Ryan.

RUGBY FOOTBALL.

CUMBERLAND LOSE EARLY GRIP
ON GAME.

BIG CLUB WIN.

(By "Scrum Half")

At Happy Valley yesterday the Club defeated H.M.S. Cumberland by three goals and five tries (30 points) to nil in a game which commenced evenly but later developed into a very one-sided encounter.

The ground was in excellent condition for a forward game, and the Naval forwards soon showed their appreciation. In the tight scrummages they were superior on account of the extraordinarily bad packing of the Club forwards. Atkinson, who is generally to be seen in the middle of the back row, was playing in the front row at the commencement. High scrummaging by the Club front row left the second and third rows in a hopeless position. They could neither shove their full weight or see the ball in time to gain any advantage from their hooker's prowess. Hence the slowness in heading and the tardiness in the launching of the attack.

Crowding Out.

At first, the Naval forwards looked as if they were going to dominate the game, but when Atkinson changed to his usual position in the scrum, Prophet, at the base of the scrum, was able to give his three-quarters more opportunities. The Cumberland had their full share of the game, but their great fault was crowding when in attack. A wing three-quarter cannot hope to score if he is ever edging toward the touch line before receiving his pass. The Club were also to blame in this respect.

Plummer Good.

Lt. David, though playing a good game, was often selfish, and could have loosed the ball to advantage on one or two occasions. Plummer was really good. He gave Johnson splendid support and was rarely, if at all, brought to earth in possession. Johnson on the wing was very quick to take his opportunities and scored three times after dashes down the wing. His kicking was, though at times ill-judged, good. Law played a sound defensive game and kept his opposite number in subjection. Only once did I see him flash through on his own. It was a well judged moment and resulted in a touch down.

Possible Forwards.

In the forwards I was particularly watching McElney, Hartley, Atkinson, and West, for all four have claims to Interport honours. In the line outs McElney and Atkinson shone and were largely responsible for the three-quarter movement which invariably succeeded a line out. In the loose Hartley got in one or two good dribbles, but I feel that he found the ground conditions a little beyond him. West was not playing as well as usual, though he displayed an amount of dash in the loose. McElney and Atkinson were undoubtedly the pick of the forwards.

The Club scored through the following:—W. D. Johnson (3), Lt. David (2), G. A. L. Plummer, J. B. Atkinson, and C. J. D. Law one each. Plummer converted twice and Johnson once.

Result:—
Club 30 pts.
H.M.S. Cumberland 0 pts.

WINNER UNBACKED

ANOMALY ON BRITISH
"TOTE."

For the first time since the totalisator system of betting was inaugurated in England, a winner has been allowed to run unbacked by the general public.

This was at Derby recently, where Angel Pavement, the 100 to 3 winner of the Duffield Selling Hurdle Race, had not a single backer in the Totalisator win pool. Stakes were refunded in full to all backers of losers in the race. In all there were 1797 units invested in the win pool, and the only horse without a supporter was the winner, says the News Chronicle.

Two people, backed Angel Pavement for a place, and for their 2s. stake they each received 11s. 18s. 6d. At Haydock Park a year ago, Coole, who won a selling hurdle race, had only one backer, a woman who invested a single unit (two shillings). She received a dividend of 2841 2s. 6d.

CLUB LOSE SIM SHIELD CRICHTON WON ON
GAME. POINTS.Naval Forwards Show
Good Combination.

DESERVING WIN.

On the U.S.R.C. ground yesterday the Royal Navy met and defeated the Club in the Sim Shield competition by three goals to nil. Though some excuse may be found for the Club in the absence of H. Owen Hughes, they played deplorably. Gone was that fire which so easily accounted for the Army on two occasions, and gone was that combination so essential to success. One player alone played anything like his normal game, and that was T. J. Price at forward. He was excellent at times, but lack of support made his efforts unavailing.

In a blank first half the Navy did everything but score. They had the defence beaten time and again but could not get past the goalkeeper.

The second half witnessed the success of the machine-like combination of the Naval forwards and their three goals. Bowerman opened the scoring with a splendid shot. Else, after a clever forward movement, increased the lead. From a corner, Bowerman added the third and final goal giving the Navy an easy and deserved victory.

Result:—
Royal Navy 3
Club 0

Club v. Jats.

The following will represent the Club against the Jats to-day at 5 p.m. on the Marina ground:—Gilchrist; J. E. Neronha, H. A. F. Kerrick; B. L. Stock, E. G. S. Dale, Gutter; R. W. Sapsard, D. B. Evans, L. G. Frost, R. G. Edwards Jones and S. J. H. Fox.

Our Sports Diary.

LOCAL.

FOOTBALL—Saturday—Lai Wah Cup Final—Chinese v. Civilians; 2nd Division—Navy v. Club, Eastern v. St. Joseph's, Borderers v. Royal Artillery, Chinese Athletic v. Kowloon F.C., Argyle v. South China, Club de Recoelo v. University; Third Division—Royal Engineers v. R.A.O.C., Chinese Athletic v. Borderers, South China v. Two.

HOCKEY—Monday—Army v. Navy (Sim Shield).
February 9—Army v. Navy (Sim Shield).

FANLING HUNT—Saturday—Sun Wai Camp.

Sunday—Paper-Hunt, Potts's Bungalow, 3.15 p.m.

RACING—February 8—Fanling Hunt Club's Steeplechase Meeting.

February 23, March 2, 3, 4, and 7—Annual Race Meeting, Happy Valley.

March 22—Fanling Hunt Club's Steeplechase Meeting.

GOLF—Friday—First Round of Captain's Cup (Ladies); Fourth Round of Taggart Cup.

Saturday—Governor's Shield—Semi-Finals.

Sunday—Second Round Junior Championship, Fanling.

Tuesday—Second Round of Ross Cup.

February 10—Junior Section, Championship, R.H.K.G.C. (First round).

CHESS—Friday—Kowloon Chess Club Championship.

Tuesday—Kowloon Chess Club Championship.

CRICKET—Saturday—Division I: Kowloon C.C. v. Navy (L.); University v. Craigengower C.C. (L.); Indian R.C. v. Royal Artillery (F.); Hong Kong C.C. v. Royal Engineers v. Civil Service C.C. (L.); Club de Recoelo v. Kowloon C.C. (L.).

FENCING—Monday—Fencing Club Meeting, Yacht Club, 5.15 p.m.

BOXING—February 7—Tournament, Theatre Royal, 9 p.m.

ATHLETICS—March 15 and 16—Hong Kong v. Canton Universities.

HOME.

FOOTBALL—Saturday—Scottish Cup—Second Round.

February 14—English Cup—Fifth Round.

February 21—Ireland v. Scotland.

Morris Revival Too
Late.

LITTLE DAMAGE DONE.

The Shanghai Sunday Times, commenting on the recent fight between Jock Crichton (whom, incidentally, it persists in calling Creighton) and Signalman Morris, says that Jock weighed in at 147 lb. and Morris at 144 lb. "Jock," says the report, "managed to hang on to the welter-weight championship of China after fifteen hard rounds to a points decision. It goes on to say:—

It was a clean and clever scrap, with Jock having just the edge most of the way.

Tricky Crichton.

Crichton opened tricky, with weaving and ducking, looking for an opportunity to get in and play on the body. This he managed to do after Morris had slipped to the canvas in avoiding him, and then he played with right and left, taking the round by a fair margin.

In the second round, Morris came out to box and did well, catching Crichton as he ran in with uppercuts to the face. These, however, did not worry Jock over much and he continued to weave and find his way to the Signalman's stomach. Crichton's round.

Stand Toe to Toe.

Some clever ring work on the part of both men was seen in the third, and there was also a fine stand-up slugging match in the middle of the ring. Honours even.

Round four saw some heavy body work; both men scoring freely. Again nothing in it.

In the fifth there was a good mix-up, with a little bit of rough play which started through Morris swinging at Jock as he slipped to the canvas.

However, in the next, Jock indulged in some more pretty work and managed to get in a few tattoos to Morris's body, with an occasional slam to the head. Round seven was easy, and Crichton took the next two. In the tenth Morris scored well with some blows to the head, chiefly through Jack's carelessness in defence. All the other stanzas belonged to Jock, with Morris trying everything he knew but not being just good enough to make any impression on the local man. A points victory for Crichton was well deserved and well received.

HUNTING & HOCKEY
FIXTURE LISTS.Complete List of Meets
for February.

The following is the complete list of meets of the Fanling Hunt for February:—

Wednesday, February 4—Potts Bungalow, 3.15 p.m.

Saturday, February 7—Hound Exercise from Kennels, 3.15 p.m.

Wednesday, February 11—Taku-Ling Police Station, on Frontier Road, 3.15 p.m.

THE HONG KONG PENINSULA HOTEL:
HONG KONG HOTEL: REPULSE BAY HOTEL, PEAK HOTEL
AND
SHANGHAI
ASTOR HOUSE: PALACE HOTEL.
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POST OFFICE NOTICE.
List of ships expected to be in wireless communication with Hong Kong to-day:—Anking, Sunning, Comorin, Hai Yang, Turbo, Eurylechos, Tjikembang, Kojun Maru, Jufuku Maru, Alipore, and Laomedon.

INWARD MAILS
THURSDAY, JANUARY 29.
Manila Ramses
Shanghai and Swatow Shantung
Java and Manila Tjimanoeck
FRIDAY, JANUARY 30.
Japan, Shanghai and Europe via Siberia (London, Jan. 10) Comorin
Europe via Suez (Letters and Papers, London, Jan. 1, 1931 and Parcels, Dec. 25, 1930) Malwa
U.S.A., Canada, Japan & Shanghai (Seattle, Jan. 10) President McKinley
SATURDAY, JANUARY 31.
Shanghai and Swatow Sui Yang
U.S.A., Canada, Japan & Shanghai (Seattle, Jan. 7) Hikawa Maru
Java Storyken

OUTWARD MAILS
THURSDAY JANUARY 29.
Samahut & Wuchow San Ning 4 p.m.
FRIDAY, JANUARY 30.
Hohow, Pakhoi & Haiphong Klungchow 10.30 a.m.
Swatow, Amoy and Foochow Hai Yang 1 p.m.
Manila Malayan Prince 2.30 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles Comorin (Due Marseilles, Feb. 27.) G.P.O.
Parcels Jan. 30, 4.30 p.m. Parcels Jan. 30, 5 p.m.
Registration Jan. 31, 9 a.m. Registration Jan. 31, 9.45 a.m.
Letters 10 a.m. Letters 10.50 a.m.
*Superscribed correspondence only.

ELLIS KAPOORIE SCHOOL.

(Continued from Page 1.)

boys to several factories and work-shops.
The wash-basins and drinking fountains installed in the basement in September supply a long-felt want and are greatly appreciated.
On the last day of the year our senior vernacular master, Mr. Tang Sik-hong, after 23 years in Government service, 16 of which were spent here, retired on pension. We wish him health, happiness, and length of days in his retirement.
On behalf of the School I thank the donors of the scholarships just presented, also Mrs. Hamilton for coming to give away the prizes. My personal thanks go to the masters and mistresses as well as to the clerk, Mr. Ho Ka-chun, for their hard work and hearty co-operation, and for the cheerful manner in which they have performed their duties.

PRIZE LIST.

Scholarships, 1930.
Full Free Scholarships to Queen's College.—Li Kwan-tong, Ho Ping-choi, Chung Chi-hai, Mak Kwong-shau, Tsang Shiu-cheung.
Lugard Scholarship.—Mak Cheuk-hon.
Lau Chu-pak Scholarship.—(1st. Installment).—Li Ping-sum.
Tai Yau Scholarship (1st Installment).—Chan King-hong.
Tai Yau Scholarship (2nd Installment).—Ng Kam-shau.
Wu Hay-tong Scholarships.—Class 4, Chung Wing-kwong; Class 5, Ng Kam-hing and Cheung Man-piu; Class 6, Chau Ki-ming and Tang Kim-sang; Class 7, Chau Yan-pui and Yu Chan-shau; Class 8, Cheung Kam-ki and Ko Tsok-hang.
Mrs. Lau Chu-pak Scholarships.—Abdulla Mustafa and Fok Koon-ying.
Ho Kom-tong Scholarships.—Senior, Tung Wing-wa. Intermediate, Kwok Kam-muk. Junior, Lo Kwai-hung.
Chan Kai-ming Scholarship.—Senior, Li Hon-wa. Junior, Tse Ki-chit.
Government Scholarships.—Class 5 to 4, Sze To-fook; Class 6 to 5, Chan Kam-hung; Class 7 to Class 6, Ko Tsok-yum; Class 8 to Class 7, Wong Man-wa.

Sir Ellis Kadoorie Prizes.—Class 4.—1st. Li Kwan-tong, 2nd. Hong Ping-choi, and, Chun Chi-hai.
Class 5.—1st. Sze To-fook, 2nd. Li Hon-wa, 3rd. Cheung Man-piu.
Class 6, 1st. Chan Kam-hung, 2nd. Chau Ki-ming, 3rd. Tang Kim-sang.
Class 7.—1st. Fok Ka-yuen, 2nd. Ko Tsok-yum, 3rd. Yu Chan-shau.
Class 8, 1st. Wong Man-wa, 2nd. Ko Tsok-hang, 3rd. Ng Wa-on.
Class 8 1/2, 1st. Yuen Tung-tsun, 2nd. Chan Hon-ming.
English Class Prizes.—Class 4A, 1st. Wong Ting-chun, 2nd. Tung Wing-yiu.
Class 4B, Hui Shau-yun, 2nd. Chau Ying-kwan.
Class 5A, 1st. Tam Kam-ho, 2nd. Tung Kai-cheung.
Class 5B, 1st. Wong Ka-kul, 2nd. Tso Shau-ling.
Class 6A, 1st. Chau Hak-ming, 2nd. Kung Ping-hong.
Class 6B, 1st. Leung Fat-wing, 2nd. Chui Yiu-ping.
Class 6C, 1st. Sung Hon-tung, 2nd. Chan Tun-in.
Class 7A, 1st. Fok Ka-yuen, 2nd. Shum Wing-hong.
Class 7B, 1st. Ip Kin-cheung, 2nd. Wong Yan-chow.
Class 7C, 1st. Wong Ting-in, 2nd. Tang Kai-fong.
Class 8A, 1st. Li Ping-shing, 2nd. Yuen Shing-chuen.
Class 8B, 1st. Chiu Pak-yung, 2nd. Ng Wa-on.
Class 8 1/2A, 1st. Wan Cho-in, 2nd. Fung Hon-wai.
Class 8 1/2B, 1st. Li Chan-wing, 2nd. Cheung Yu-tak.
Class 8 1/2C, 1st. Ng Hok-kin, 2nd. Wong Cham.
Class 8 1/2D, 1st. Chan Shiu-chung, 2nd. Yuen Tung-tsun.
Special Prizes.—4A Chung Wing-kwong—Head Prefect's Prize. 5A Sze To-fook—1st. for 4 years; never been absent since 1927. 5A Wong Siu-to—Never been absent since 1927.

Chinese Class Prizes.—Class 4, 1st. Tang Shiu-cheung, 2nd. Li Kwan-tong, 3rd. Fung Wing-shau.
Class 5, 1st. Ng Kam-hing, 2nd. Wong Ka-kul, 3rd. Chan Hing-fong.
Class 6, 1st. Tse Ki-chit, 2nd. Fok Koon-ying, 3rd. Chan Kam-hung.
Class 7, 1st. Fok Ka-yuen, 2nd. Yu Chan-shau, and Wong Yan-chow.
Class 8, 1st. Kwong Lai-chuen, 2nd.

KWANGSI WAR.

PACIFIC SETTLEMENT LOOMS NEARER.

GENERALS CONFER.

Canton, Yesterday.
Since the arrival at Nanking of Generals Wong Shao-hung and Wu Ting-yang the Kwangsi situation has become more certain of settlement by pacific means. On Monday, President Chiang assembled in his residence for a conference a number of ranking officials including Hu Han-min, Ma Hui-chun, Ma Chun-wu, Wang Shao-hung, and Wu Ting-yang for the purpose of discussing peaceful termination of the Kwangsi problem. The following procedure, says a report, has been outlined:
(a) That Wang Shao-hung be empowered to administer Kwangsi;
(b) That the Ironside-Kwangsi troops be disbanded and re-organized;
(c) That financial assistance be given by the Central Government in case of the shortage of military funds.

Having been telegraphically informed by General Wang Shao-hung concerning the Central Government's clemency towards them, the rebel leaders summoned a military conclave at Nanning with officers above the rank of Colonel in attendance, and agreed unanimously to obey the instructions of the Central Government for their reorganization.
According to Mr. Chan Haik, a prominent Kwangsi member, the insurgent troops will be reorganized into garrisons, each not to exceed three regiments, and will be despatched to designated areas in Kwangsi for bandit-suppression. General Li Chung-yen and Pei Chung-hsi will go abroad, leaving Kwangsi rehabilitation to Generals Wang Shao-hung and Wu Ting-yang.—Canton News Agency.

MRS. VICTOR BRUCE.

AVIATRIX REASSURES HER HUSBAND.

Rugby, Yesterday.
The Hon. Victor Bruce, whose wife is flying across America on the last stage of her flight round the world, has received the following cable from her, sent from Baltimore:—
"Nosed over taking off in soft mud. Will repair here. Not hurt."
—British Wireless Service.

COTTON DISPUTE.

HOPES OF AN EARLY SETTLEMENT.

Rugby, Yesterday.
The Prime Minister having broken the deadlock in the Lancashire cotton dispute by inviting representatives of the employers' and operatives' organizations to meet him in London to-morrow, hopes of an early settlement are revived.
It is anticipated that the Prime Minister, accompanied by the Minister for Labour, will in the first instance meet the case separately. It is recalled that Mr. MacDonald's intervention in the somewhat similar circumstances of the dispute in 1929 resulted in a settlement by arbitration.—British Wireless Service.

RUINOUS PRICE.

PREDICTION ON WORLD SUGAR SALES.

New York, Yesterday.
Mr. Chadbourne has arrived after his European mission. In an interview he predicted that before long the price of sugar to producers would rise about two and a half cents a lb. from the present "ruinous" one and a third cents.
He was confident that an international agreement on sugar sales would be signed.—Reuters' American Service.

Wong Man-wa, 3rd. Kwong Ming-wa, Class 8 1/2, 1st. Li Chan-wing, 2nd. Wong Cham, and Chan Hon-ming.

EXCHANGES.

TO-DAY'S QUOTATIONS.

On London—
Bank, wire 11 1/2
Bank, on demand 11 1/2
Bank, 4 months' sight 11 1/2
Credits, 4 months' sight 1/— 7/16
Documentary, 4 months' sight 1/— 9/16
On Paris—
On demand 605
Credits, 4 months' sight 645
On New York—
On demand 23 1/2
Credits, 60 days' sight 24 1/2
On Bombay—
Wire 66
On demand 66
On Calcutta—
Wire 66
On demand 66
On Singapore—
On demand 42 1/2
On Manila—
On demand 47 1/2
On Shanghai—
On demand Tls. 75
Dollar 3 1/2 dis.
On Yokohama—
On demand 48
Sovereigns (Bank's buying rate) 1/— 7/16
Silver (par oz.) 13 1/2
Bar Silver in Hong Kong Nominal
Copper Cash Nominal
Copper Cents 3 1/2 prem.
Rate of Native Interest 3 1/2% p.a.
Chinese Sub. Coin 21% dis.
Hong Kong Sub. Coin 1/4% prem.

LONDON EXCHANGES

Rugby, Yesterday.
Paris 123.89 1/2
New York 4.85 11/16
Brussels 34.83
Geneva 25.10
Amsterdam 12.07 1/2
Milan 92.74 1/2
Berlin 20.43 1/2
Stockholm 18.14 1/2
Copenhagen 18.16
Oslo 18.16 1/2
Vienna 34.54 1/2
Prague 164
Helsingfors 192 1/2
Madrid 47.10
Lisbon 108.25
Athens 375
Bucharest 818
Rio 4 3/16
Buenos Aires 34 3/16
Montevideo 34 1/2
Bombay 1/5 1/2
Shanghai 1/3 1/2
Hong Kong 1 1/4
Yokohama 2/0 15/32
Silver Spot 13 1/2
Silver Forward 18 1/2
—British Wireless Service.

HOTEL GUESTS

AT THE HONG KONG HOTEL.

January 27, 1931.
James Backhouse, F. D. Bryan, E. Brunner.
Wm. B. Christian, J. V. Crowe, Leslie S. Day, A. C. Davis, Dr. R. Dreuchahn.
R. Grimm.
F. H. Hill Mr. and Mrs. Mack Hanna, S. J. Hicks, F. Hartle, L. Hoake, R. R. Hind.
J. E. Joseph, Miss C. P. Jennings, W. Kearton, A. Kennans, Miss H. Little, H. H. Louch, H. A. Limm.
E. Maloof, Mrs. E. A. Manby, Lieut. and Mrs. John Meade, N. W. Maxted.
F. S. Odum.
F. R. Reifeld, Ch. Redele, W. Smith, M. M. Sokoloff, Miss M. L. Sproul.
Mr. and Mrs. A. Vasconcelles, E. A. Yates.

The Provincial Department of Agriculture has issued a bulletin calling attention to the rural school fairs, of which 75 were held in Nova Scotia this year. One fair, the bulletin says, was participated in by fourteen schools and in the parade were 400 boys and girls—the largest school fair ever held in the province.

HONG KONG STOCK EXCHANGE

Opening Daily Official Quotations 29th Jan., 1931.

STOCK	Buy-ers	Sell-ers	Sales	Non.	Fin. year	Last dividend and when paid
Banks.						
Hong Kong Bank	3020	...	...	...	Dec.	[Final 40 bonus 41 a/o 1930 ex. 1/11-67 1/16] Pending
Chartered Bank	Dec.	[Final 7/11-67 1/16] Pending
Mercantile Bk., A.B.	Dec.	[Final 10/11-67 1/16] Pending
Bank of Asia	Dec.	[Final 10/11-67 1/16] Pending
Insurance.						
Canton Ins.	Dec.	[Final 27 for 1930] Pending
Union Ins.	Dec.	[Final 10/11-67 1/16] Pending
"China Underwriters"	Dec.	[Final 10/11-67 1/16] Pending
China Fire Ins.	Dec.	[Final 10/11-67 1/16] Pending
H. K. Fire Ins.	Dec.	[Final 10/11-67 1/16] Pending
Shipping.						
Douglases	Dec.	[Final 10/11-67 1/16] Pending
H. K. Steamboats	Dec.	[Final 10/11-67 1/16] Pending
Indo-China (Pref.)	Dec.	[Final 10/11-67 1/16] Pending
Shell Transport	Dec.	[Final 10/11-67 1/16] Pending
Union Waterboats	Dec.	[Final 10/11-67 1/16] Pending
Mining.						
Benguet	Dec.	[Final 10/11-67 1/16] Pending
Kailan Mining Ad.	Dec.	[Final 10/11-67 1/16] Pending
Langkat	Dec.	[Final 10/11-67 1/16] Pending
S'hai Exploration	Dec.	[Final 10/11-67 1/16] Pending
Loans	Dec.	[Final 10/11-67 1/16] Pending
"Rauhe"	Dec.	[Final 10/11-67 1/16] Pending
Docks, Wharves, Godowns, &c.						
H. K. & S. Wharves	Dec.	[Final 10/11-67 1/16] Pending
H. K. & W. Docks	Dec.	[Final 10/11-67 1/16] Pending
South Ch. Motors	Dec.	[Final 10/11-67 1/16] Pending
"China Provident (old)"	Dec.	[Final 10/11-67 1/16] Pending
"(new)"	Dec.	[Final 10/11-67 1/16] Pending
Hongkong	Dec.	[Final 10/11-67 1/16] Pending
N. Engineering	Dec.	[Final 10/11-67 1/16] Pending
Shanghai Docks	Dec.	[Final 10/11-67 1/16] Pending
Land, Hotels & Buildings.						
"H. K. & S. Hotels"	12.70	...	...	...	Dec.	[Final 10/11-67 1/16] Pending
H. K. Lands (old)	Dec.	[Final 10/11-67 1/16] Pending
"(new A)"	Dec.	[Final 10/11-67 1/16] Pending
"(new B)"	Dec.	[Final 10/11-67 1/16] Pending
Shanghai Lands	Dec.	[Final 10/11-67 1/16] Pending
Humphreys (Cum Ru.)	Dec.	[Final 10/11-67 1/16] Pending
"Rights"	Dec.	[Final 10/11-67 1/16] Pending
H. K. Realities	Dec.	[Final 10/11-67 1/16] Pending
Chinese Estates	Dec.	[Final 10/11-67 1/16] Pending
Cotton Mills.						
"Euro Cotton"	14.20	...	...	...	Dec.	[Final 10/11-67 1/16] Pending
Shanghai Cotton	Dec.	[Final 10/11-67 1/16] Pending
Zoong Sings	Dec.	[Final 10/11-67 1/16] Pending
Public Utilities.						
"H. K. Tramways"	17 1/2	...	...	...	Dec.	[Final 10/11-67 1/16] Pending
"Peak Trams (old)"	Dec.	[Final 10/11-67 1/16] Pending
"(new)"	Dec.	[Final 10/11-67 1/16] Pending
Star Ferries	Dec.	[Final 10/11-67 1/16] Pending
"China Light"	Dec.	[Final 10/11-67 1/16] Pending
H. K. Electric	Dec.	[Final 10/11-67 1/16] Pending
Macao	Dec.	[Final 10/11-67 1/16] Pending
Sandakan Lights	Dec.	[Final 10/11-67 1/16] Pending
H. K. Tels. fully paid	Dec.	[Final 10/11-67 1/16] Pending
"part paid"	Dec.	[Final 10/11-67 1/16] Pending
China Buses	Dec.	[Final 10/11-67 1/16] Pending
S'pore Raffles (Ord.)	Dec.	[Final 10/11-67 1/16] Pending
"(Pref.)"	Dec.	[Final 10/11-67 1/16] Pending
Industrials.						
China Sugars	Dec.	[Final 10/11-67 1/16] Pending
Malayan Sugars	Dec.	[Final 10/11-67 1/16] Pending
Cald. Mag. Ord.	Dec.	[Final 10/11-67 1/16] Pending
"Pref."	Dec.	[Final 10/11-67 1/16] Pending
Canton Ice	Dec.	[Final 10/11-67 1/16] Pending
"Cements (com.)"	Dec.	[Final 10/11-67 1/16] Pending
"(old)"	Dec.	[Final 10/11-67 1/16] Pending
"(new)"	Dec.	[Final 10/11-67 1/16] Pending
H. K. Rope	Dec.	[Final 10/11-67 1/16] Pending
Venezuela Cold Fields	Dec.	[Final 10/11-67 1/16] Pending
Stores, &c.						
Dairy Farm (old)	Dec.	[Final 10/11-67 1/16] Pending
"(new)"	Dec.	[Final 10/11-67 1/16] Pending
Watsons	Dec.	[Final 10/11-67 1/16] Pending
Der A Wings	Dec.	[Final 10/11-67 1/16] Pending
Lanc Crawfords	Dec.	[Final 10/11-67 1/16] Pending
Mackintosh	Dec.	[Final 10/11-67 1/16] Pending
Sincere	Dec.	[Final 10/11-67 1/16] Pending
W. J. Powells	Dec.	[Final 10/11-67 1/16] Pending
Miscellaneous.						
H. K. Amusement	Dec.	[Final 10/11-67 1/16] Pending
"(Rights)"	Dec.	[Final 10/11-67 1/16] Pending
C. Entertainment	Dec.	[Final 10/11-67 1/16] Pending
H. K. Construction	Dec.	[Final 10/11-67 1/16] Pending
B. Ind. G. Bonds	Dec.	[Final 10/11-67 1/16] Pending
H. K. Govt. Loans	Dec.	[Final 10/11-67 1/16] Pending

*Speculative shares. *Sales to Shanghai.

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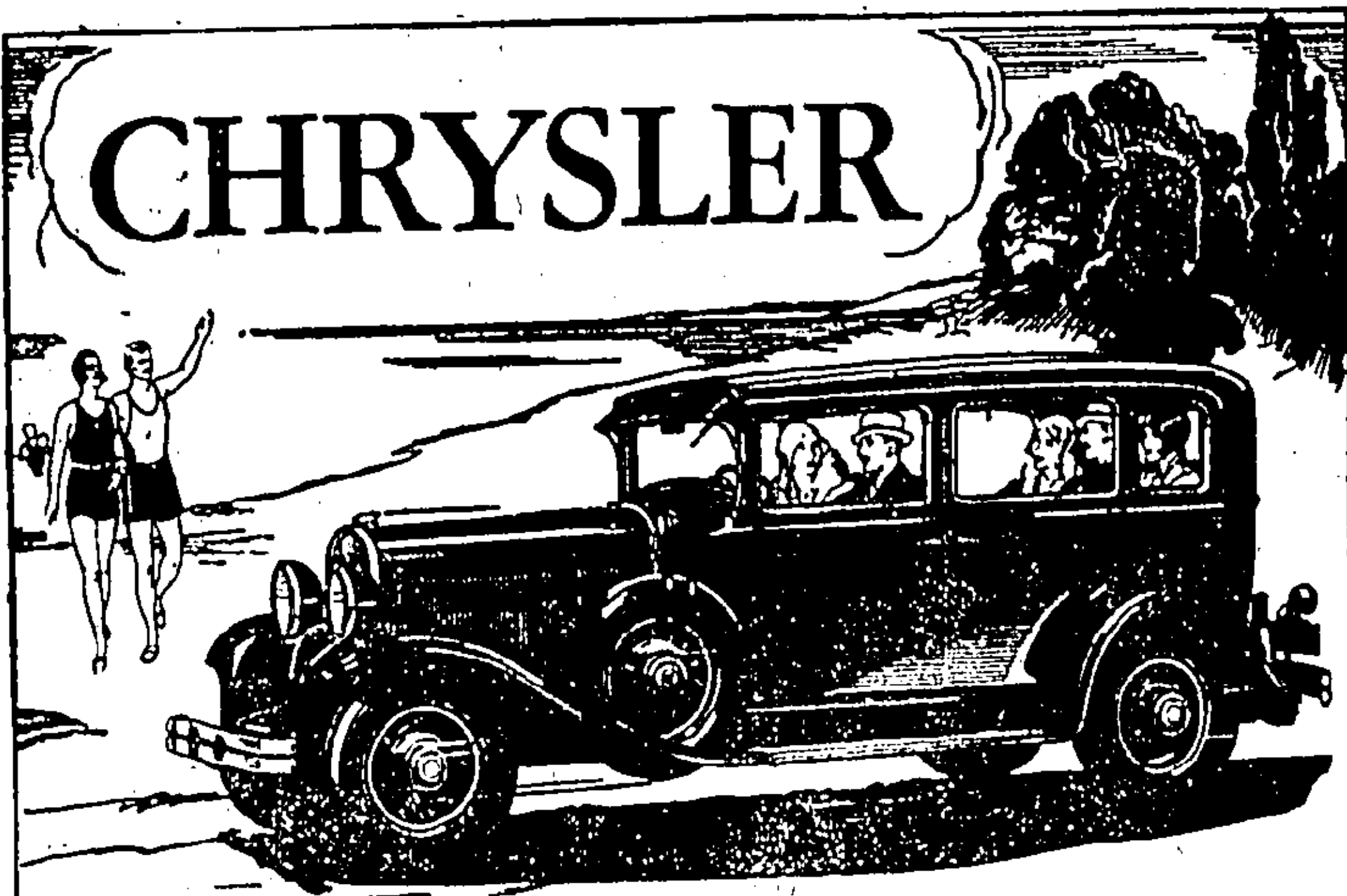
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The Hong Kong Electric Co., Ltd. Wm. C. Jark & Co., Ltd.
The General Electric Co., Ltd. and Andersen Meyer & Co., Ltd.



MOTORISTS—THIS IS YOUR PAGE

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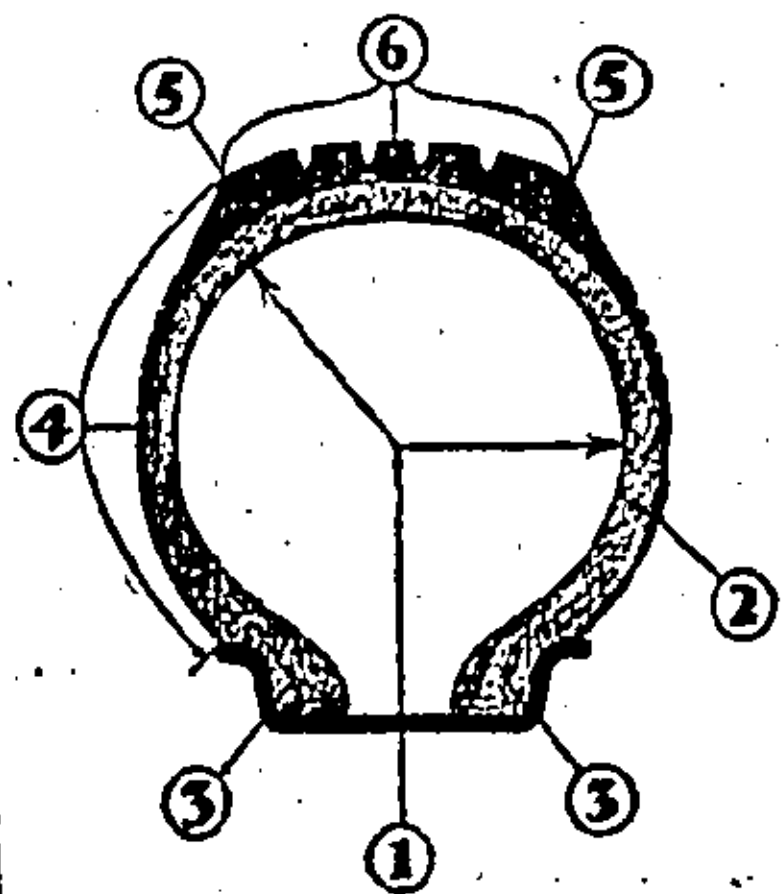
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A patented Fisk development which reduces internal friction and adds strength without rigidity or weight.

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6. Greater Road Contact
Results in better and more lasting road contact and assures you of safe traction at any speed.

7. The Air-Flight Balance
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POLICE ON WHEELS.

New "Speed Cops" and How They Will Work

Mr. Herbert Morrison, the Minister of Transport, talked about the new force of mobile police which will come into being with the operation of the new Road Traffic Act.

The greater part of the Act came into force in last week and arrangements are being made throughout the country to organise and equip the new police.

Normally, the mobile police will be in uniform, but this will not prejudice the right of the police to wear plain clothes when in pursuit of bandits and criminals.

"I do not believe," said Mr. Morrison, "that the abolition of the speed limit on January 1 will make any material difference to the speed of the traffic; but nevertheless it makes it more than ever the duty of the State and the local authorities to see that the police are adequately equipped for their task."

Cars and Motor-Cycles.

"It is probable that there will be round about 1,000 mobile policemen, of whom two-thirds will in all likelihood use motor-cycles and the remainder motor-cars. These vehicles, financially aided out of the Road Fund, will enable the police to deal effectively and decisively with drivers who are a positive danger to other drivers and to pedestrians."

"This kind of driver is of no use to motoring in general and every decent motorist will share my desire that in clear cases of dangerous and reckless driving there should be prosecution and that the magistrates will not hesitate to inflict really effective penalties."

"There is no question of the mobile police pursuing their duties in a merely vindictive spirit. I have never been to America, and I cannot speak with any authority as to the practices of what are known as speed cops in America."

Stern When Necessary.

"But in making the new provision I have no wish that the police should act in a vindictive or bullying spirit, nor that they should, so to speak, invite or stimulate trouble among drivers. The job of the mobile police, as I conceive it, is to aim at getting order, consideration, and decent conduct on the King's highway."

"There will be cases where the police must be stern and prosecute with all the vigour of the law. There are other cases where the note of warning and of encouragement will be more appropriate."

"Although there is room for criticism of British motorists, my belief is that in the main they desire to do the right thing and that they will co-operate with me and with the police in evolving a high reputation for good comradeship and good conduct in the use of the high way."

ALL-QUIET GEARS.

While it is broadly true to say that motor cars have to-day reached a point of development where further substantial progress in design is difficult to foresee with any real assurance, like many another substantially true statement it is really only half a truth (says a writer in the Autocar).

Most cars, even the least expensive, are fitted with quiet, smooth running engines free from periodic vibration over a very wide range of crankshaft speed, and equipped with, to all intents and purposes, silent back axles. But, with a few honourable exceptions, cars do not possess gear boxes that exhibit a degree of silence in conformity with the rest of the chassis.

A few cars—a British small car was a notable pioneer—present their owners with two quiet gears, top and its next ratio, while during this year a French car, coming from the factory wherein the original sliding gear box was developed, has been offered with a box fitted with four silent gears. As soon as such a box becomes more generally available the car-buying public will undoubtedly demand the same refinement as an absolute essential to pleasurable motoring when choosing a motor vehicle.

Advance information regarding new models which will make their appearance at, or just prior to, the next Olympia Show indicates that the "all-quiet" gear box is likely to form a much appreciated (Continued on Next Column.)

8,000 MILES.

Through Africa in a Morris Oxford.

"Perfect nonsense" was the comment of our friends when it was suggested that we, two women drivers, should journey alone to Oxford from Cape Town, and when we further suggested that the trip should be made in our 1924 Morris car, which we had bought second-hand, our project was regarded purely and simply as a joke. It was indeed quite an appreciable time before we could convince our friends—that we really meant business, and that, come what might, we meant to journey from Cape Town to Cairo and across the Continent to Britain in our faithful Morris, which already had 25,000 miles to its credit. The Start.

However, nothing daunted, we set out on April 1 on our long trek northwards. Our car, a Morris Oxford four-seater, was an old and trusted friend and rejoiced in the name of Bohunkus, which means "a tramp," and if ever a car earned its title that one did after having covered over nine thousand miles across some of the worst country imaginable. The car, although heavily laden, ran on standard equipment, and except for a few minor adjustments such as raising the exhaust pipe and battery to give more clearance, it remained exactly as when it left the Cowley Works six years ago.

Everything on the expedition was British, as we ran on 710 x 90 Dunlop tyres, used Shell petrol and oil, and followed the All-Red Route across Africa. We staked everything on British goods, and they never let us down.

Much might be said regarding the tracks which are euphemistically called roads. Our feelings about the Great North Road grew more and more bitter as vainly we searched amid the ridge and furrow for some sign of Africa's great arterial highway.

The Karroo was our first taste of the conditions that lay before us, bad corrugation and unbridged dongas making the lot of a motorist anything but a happy one.

Tanganyika, however, was to provide us with a far more gruelling battle against mud and impossibly steep gradients.

Waiting for the Weather.

For seven weeks we were held up waiting for the dread Bahora Flats, which is low bush country surrounded by high hills, to dry. Heavy and late rains had transformed the Flats into an inland lake, and seventy miles of mud and water lay between us and the comparative dryness of the hills.

At long last they dried sufficiently to enable us to cross, although the road in places had been completely washed away. Even though the Flats may strike terror to the heart of the motorist, they have certainly proved a paradise for birds, and the whole bush is alive with them. Birds of Paradise with the most gorgeous plumage flash hither and thither, while every variety of feathered creature, from an eagle to the tiniest of humming birds, is seen.

Felis Leo At Home.

It was while in this vicinity that we encountered lions for the first time, although later we were to make their still closer acquaintance in Kenya. To hear a lion roar behind bars is one thing, but to hear them roar in the bush within a stone's throw of your camp is quite another. We carried arms in case of an emergency, but were always very loath to use them, because in their natural surroundings the big game are so fine that it seems an act of wanton barbarity to shoot unless obliged. A lion will very seldom

feature on many British cars for 1931. This development will prove, perhaps, the greatest advance in automobile construction since the general adoption of multi-cylinder engines, for not only will it render the use of cars more pleasant, but it will enable much of the nerve-racking noise in a modern large city to be suppressed. Indeed, it is to be hoped that, when motor car manufacturers in the bulk adopt this long-awaited device, constructors of heavy commercial and passenger carrying vehicles, particularly motor omnibuses, will not lag behind.

When the "all-quiet" gear box is universal mankind will have cause to bless the men who brought it into being.

Announcing the Arrival of 1931

B. S. A.

MOTOR CYCLES

Greater motor cycle value than you've ever had before! That sums up B.S.A.'s for 1931. In addition to the many features which have hitherto helped to make B.S.A. Motor Cycles such outstanding value—forged steel backbone, sump lubrication, hinged rear mudguard, gear driven magneto, etc.—several new features have been introduced which add considerably to the riders' convenience and comfort.

For example, the instrument panel; two-level petrol tap; oil pressure gauge; etc.

FOR POWER, SPEED, SILENCE, SAFETY,
ECONOMY and RELIABILITY

Choose a B. S. A.

THE SINCERE CO., LTD.

SOLE AGENTS.

attack unless wounded, and in our case they proved to be only curious. Like the hosts of Midian, they prowled and prowled around, growling as they went, and even coming close up to the car to discover what was inside the tent, which was run off the side. Once their curiosity was satisfied they trotted off into the bush and we were left to continue a somewhat broken night's rest.

Caught in rain while still among the mountains, our troubles began in real earnest. The track, such as it was, quickly became a mud slide, and it was not long before Bohunkus became axle-deep in mud and water. The more we dug, the deeper Bohunkus sank in. The kit was off-loaded, a corduroy way was made with poles cut from the bush, and after hours of work, a band of natives shouting and singing levered Bohunkus on to it, and we were free to pursue our watery way. Bridges there were none. Streams had to be crossed at break-neck speed to avoid sticking—it was not the moment to consider springs. Our one thought was to get up the next gradient, which in the majority of cases was strewn with rocks and boulders and all but impassable.

An Admirable Climate.

Starting at five in the morning and continuing until five in the evening, some days we were only able to do fifteen miles. If thirty miles had been accomplished we felt that we were well on the way to Cairo. However, the worst of roads must end, and, once in Kenya, it was comparatively easy going, over open country where buck, zebra and wildebeeste roam in vast herds. Giraffes are also to be seen browsing amongst the tree tops, and in certain districts elephants may be encountered.

In Northern Kenya the climate is admirably suitable for farming, and the country is richly cultivated. Mostly it is coffee, but stock-farming has also proved a success.

Uganda, although a native protectorate, provided us with some of the best roads that we encountered throughout the trip, and we were able to do well over a hundred miles a day without the least fatigue.

Although there are very few white people, and the natives—more especially of the north—are completely raw and unsophisticated, they always proved friendly and courteous, and never once did we have the least difficulty with them.

Native Gallantry.

On one occasion we were entertained at a kraal by a chief, who was so perturbed at seeing two white women alone that he summoned five of his warriors, and posted them outside our hut all night long to keep watch and see that no harm befell us.

When we emerged from the hut in the grey light of early dawn we all but fell over a dusky warrior stretched across the entrance, so conscientiously had they carried out their chief's command regarding our safety.

Our last day in Uganda will always be remembered on account of the unfortunate incident when Bohunkus fell off a point into a river. The approach was extremely steep, the point and gangway old and rotten. The two facts combined proved our undoing. Bohunkus went head first into the stream. Luckily natives were at hand, and after much hard work Bohunkus was eventually dragged forth, and was little worse for his unexpected immersion. Not content with having escaped one peril, the very next day we were to see Bohunkus go up in flames, when we were far out in the bush and over a hundred miles from the nearest white man. A backfire at a crucial moment suddenly caused the carburettor to burst into flame, and for a few shattering moments it looked as if nothing could save the car.

How thankful we were that the roads of the Sudan are sandy, as feverishly we hurried on sand. At last Bohunkus rallied, the flames flickered and died down, and the car was saved.

Tribute to Reliability.

The Sudan was to provide us with plenty of excitement in one form or another, but once in Egypt, all our troubles were at an end. With excellent roads and a police escort to show us the way, we could give ourselves up to the enchantment of the land of the Pharaohs.

It was with a real thrill that on September 15 we saw, a little before midnight, that Cairo lay before us.

Briefly to summarize our journey, one great factor made it possible for us to cross the African Continent, and that was Bohunkus. With his speedometer registering over 38,000 miles he was game all through. Our lives depended on him, and nobly he performed his task.

SECURITY ON HILLS.

When leaving a car unattended on a hill it is advisable not to rely solely on the hand brake. A safe plan to adopt is to engage reverse gear when the car is facing down the hill and low gear when the car is facing up the hill. In all probability the engine compression will hold the car easily, but even if it should move and the switch be left "on" the engine will not start, as it will be rotated in the wrong direction. An additional precaution is to turn the wheels into the kerb. When re-starting, if the car has been left in gear, do not forget to move the lever to neutral before pressing the starter button.

DODGE MARATHON.

News has been received from the Dodge Factory that the Dodge Eight Marathon car, which left Detroit on June 27, to be driven around the United States until it literally falls to pieces, has just completed 45,498 miles in 115 days.

WILLYS-KNIGHT.

2nd Gear Performance of Car.

IMPORTANT FACTOR.

The second gear performance of a car as well as its smoothness and activity in driving in heavy city traffic is an important factor in modern motoring. This is clearly indicated in the careful engineering thought that is now being given to this phase of engine development.

Among the leading car manufacturers to first give second gear performance careful study and development is the Willys-Overland Company, which has resulted in a new high standard of performance, not only in city driving but under varying motoring conditions on the open highway.

Its latest product, the new Willys straight eight which recently made its debut to the motoring public, is no exception. This car has disclosed an ease of handling in traffic together with its remarkable smoothness and speed of 43 miles an hour in second, which is outstanding in the field of medium priced cars.

Such performance is of decided advantage in city driving where the man at the wheel may easily wend his way in and out of traffic lanes and make exceptionally fast second-gear getaways at traffic lights.

The importance of providing such an active car with the most highly developed braking system also is a fundamental of safety since a car with such flashing acceleration must at all times be under complete control of the driver. To provide this means of security and safety, the new Willys Knight, which has undergone many thousands of miles of road test, is equipped with the highly efficient four-wheel Bandix Duo Servo internal expanding two-shoe type brakes. These brakes are 12 inches in diameter, giving a total braking area of 187 square inches, and are entirely enclosed to provide protection against mud, dirt, grit and water in the lining.

SPEED RECORDS.

Australian's 300 M.P.H. Bid.

When Wizard Smith, the Australian speedster, visits New Zealand in February to attempt a new land speed record on Ninety-Mile Beach, he will race under conditions entirely different from those which governed his first speed effort on this track early last year.

Smith's car, Anzac, a speedy machine when all out, was sufficient to show the possibilities of Ninety-Mile Beach as a racing motor track, and the unofficial breaking of the world's ten-mile record at a speed of more than 148.6 miles an hour inspired Smith to build his present freak car for an attack on the late Sir Henry Segrave's standing record of 231 m.p.h.

The new car, which is fitted with a 2,000-h.p. Napier engine, taken from one of the British Schneider Trophy airplanes and lent by the British Air Ministry, will have practically double the power of the Golden Arrow. Her driver hopes for a speed of nearly 300 m.p.h.

Bullet-Shaped Car.

Anzac, too, was a freak car. This machine, which was bullet-shaped, except for the fin-like tail for direction and stability, had an over-all length of twenty feet, and a few inches only of clearance from the ground. Mounted on a Cadillac chassis was an Eagle 8 Rolls-Royce twelve-cylinder aero engine, developing 350 h.p.

It was not a new engine. Smith picked it up for £40 at a sale of second-hand aircraft equipment.

It was fitted with four magnetos, four carburetors, twenty-four spark plugs, and three forward gears.

Anzac had been pushed in its trials to 100 m.p.h. in second gear on Gerrigong Beach, in Australia. Later it was made to register 121 m.p.h. on a straight piece of road not far away from Sydney.

On Ninety-Mile Beach Smith's hopes of touching 170 m.p.h. were fulfilled. He considers Ninety-Mile Beach the finest speedway in the world. "Nowhere," he said, "after his ten-mile record run, 'is there a track, natural or artificial, that will compare with it. I believe it will carry a car going at 300 m.p.h.'"

AUSTIN'S ABROAD.

The Italian Military authorities have ordered an Austin seven military type touring car for experimental purposes. It will be remembered that over 100 of these vehicles were put into commission by the British War Office a year ago.

BRUSSELS SHOW.

Little Really New to Be Seen.

After Paris, London and Glasgow, Belgium opened its annual international show in the handsome Palais du Cinquantenaire, at Brussels, the opening ceremony being performed by the popular Burgomaster, M. Adolphe Max, writes W. F. Bradley, Continental correspondent of The Autocar.

This is a truly international exhibition, with 334 firms from France, America, Britain, Germany, Austria, Italy and Belgium showing passenger cars, lorries, motor cycles and their numerous accessories and equipment. No country suffered so severely during the War as did Belgium, and none met with so many difficulties during the post-war period, the result being shown in the diminished number of Belgian car manufacturing firms.

At the present time there are only three important makers producing passenger cars—Minerva, F.N. and Imperia; three others, A.D.K., Astra and Sizaire, are manufacturing on a very small scale. Several which were well known on the English market before the War have disappeared altogether or have been switched over to lorries or other manufacturing interests.

The British makes at this exhibition are Austin, Morris (showing in both the passenger car and commercial sections), Hillman, Humber, and Rolls-Royce. No great amount of new material could be expected, for manufacturers had every interest in displaying their new types at the earlier shows. Many of the specially prepared show models, indeed, were offered to the public gaze in the Grand Palais in Paris and at Olympia before coming to the big national hall on one of the heights of Brussels.

The only exception appears to be a new straight eight medium-priced car presented by the F.N. Company. Quite orthodox in its design, the new F.N. is a smart, pleasing-looking car, which naturally attracts an immense amount of attention at the show. The engine, a side-valve model of 72 x 100 m.m. bore and stroke (3,250 c.c.), with cylinders and crank case in one casting, down-draught carburettor, battery ignition, full-pressure lubrication and oil radiator, is attached to the frame at four points on rubber blocks. The four-speed gear box is a unit with the engine and has the change-speed lever and the hand brake is external on a drum just behind the gear box. An open propeller-shaft is used, the springs are half-elliptics front and rear, and either wood or wire wheels are fitted. The wheelbase is 9 ft. 11 in., and the track 58 in. The four-cylinder over-head-valve F.N. is being continued without change.

Minerva, the biggest of the Belgian makers, is producing two eights and three six-cylinder models. The latest eight—the 4,000 c.c. model—is now produced with a short chassis. All models are of the same general design, with sleeve-valve engines, and a wealth of refinement which places them in the highest class of European productions.

Imperia does not show any change, if we except its entry into the motor boat field. Although there is no motor boat class in the show, the firm have a 14 ft. runabout, with six-cylinder Imperia engine, complete with its trailer for hauling behind a private car. Astra has on view a front-wheel drive, independently sprung-wheel passenger car bearing a very close resemblance to the French Tracta. The Sizaire, after failing to hold its position on the French market, has become a Belgian make. It appears that the riding comfort secured by the four independently sprung wheels was much appreciated in Belgium, with the result that arrangements were made to continue the assembly of the car in that country when the Paris works were closed.

Although the "custom" body builder is not finding life a bed of roses, now that standard bodies are turned out such a high degree of perfection, there is always much that is original and interesting in Belgium. The fabric body appears to be under a cloud, although not so completely taboo as in France. Further, the open car is still appreciated, although the tendency is for it to become a high-class model maintained by people who can afford to run two cars. There are also more sunshine saloons here than in other parts of the Continent. On the Colson stand is to be noted a sliding roof in two parts, the forward half sliding over the rear half, and, as there is no connection between the front door posts and the roof, the front seats can be entered without having to "double under." Rigidity is secured by a tube uniting the top centre portion of the windscreen frame with the fixed portion of the roof.

Really A One-Man Hood. L. and A. Dens show a very attractive two-door convertible cabriolet on a Minerva chassis. Another

outstanding exhibit in this class is a convertible cabriolet by Alexis Kellner which, judging from the way it works in the hall, really appears to have a one-man hood. After the two screws have been undone on the top of the windscreen supports, the hood is pulled down from the rear by a strap running over the top and can be shut down snug with little effort.

Another Van den Plas et Fils strike an original note with a two-seater and dicky sports body, in black and red, on a Delage chassis, in which everything is treated as a triangle. The mudguards are swept down on each side to a very short running board, the space behind the wheels, under the mudguard, being filled in with a triangular-shaped tool or battery box, outlined with a triangular door. The car door forms a triangle, the outline of which is accentuated by a black triangular moulding on the deep red ground. Even the red seat cushions have a black triangle worked on them. Perhaps the design will not please everybody, but the car is one which undoubtedly will attract attention at places like Ostend and Monte Carlo.

Less outre is a four-passenger open touring model, on the same stand, with the mudguards and the running boards treated elegantly and practically for carrying the greatest amount of spares, tools and luggage.

Passing to quite another class of body, a word of commendation must be given the caravan trailer produced by Matthys. This is a two-wheeler built up entirely of plywood covered with fabric leather, having two doors on the right-hand side. Right across each end there is a comfortable settee, the back of which hinges up to form an upper sleeping berth, thus giving excellent sleeping accommodation for four persons. Over each wheel there is a family dresser with drawers—all in plywood. Its weight is stated to be 10 cwt.

In the accessory section attempts have been made to produce something more satisfactory than the ordinary jack, which may be quite good considered merely as a jack, but becomes very unsatisfactory when it has to be slipped under some invisible part of the rear axle. Undoubtedly the best effort in this direction is the Gauthier jack, which is being produced in conjunction with Dewandre, of servobrake fame. This consists of four independent hydraulic jacks, permanently attached to the chassis frame, and not to the axle, and thus having the advantage of adding nothing to the unsprung weight. It will immediately be objected that such a jack will take the load off the springs and leave the wheels on the ground; but this has been obviated by a short horizontal cylinder, projecting from the main vertical cylinder, from which a bolt shoots out and passes under the spring.

The four jack cylinders are mounted under the running board, or other convenient part of the car, with their heads flush with the outer edge of the board. A cover cap is removed and the end of a brace, having an external thread cut on it, is screwed into the head of the cylinder and, through a ball contact, drives the piston down the cylinder barrel. Oil is thus driven into the telescopic jack, causing it to descend and, by means of a bypass, causing the bolt to pass under the car spring.

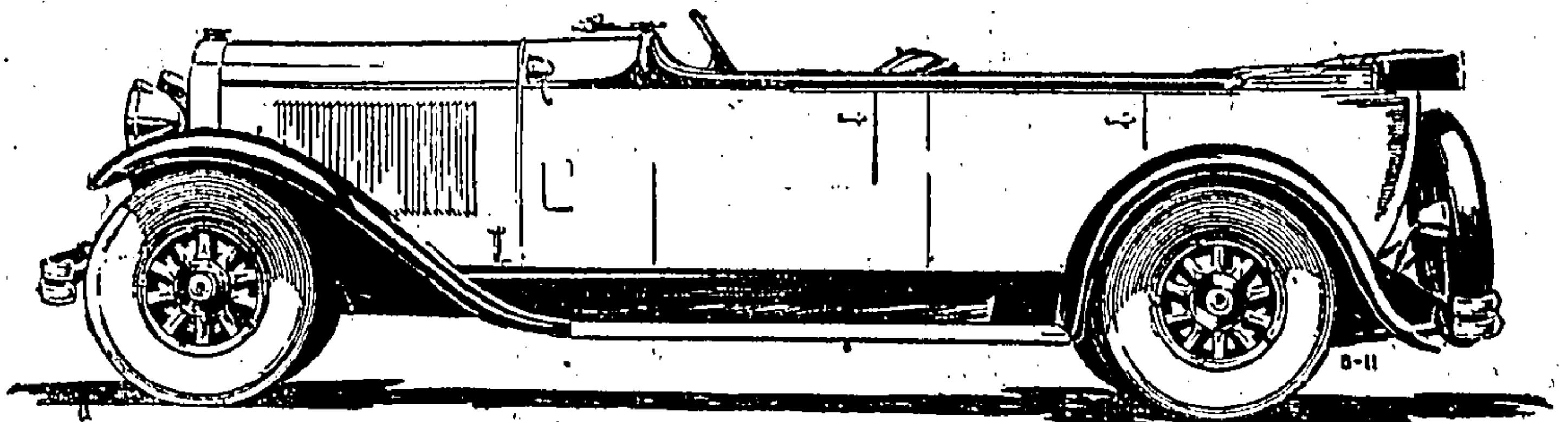
CLEANING THE SILENCER

Out of sight, out of mind, usually is the fate of the silencer and exhaust system of the car, but actually the silencer fully repays occasional attention, and often is a main cause of lost power and heavy fuel consumption. Efficient engine performance obviously depends on the quick and free expulsion of exhaust gases, and if this condition is not obtainable, due to a blocked pipe, the performance must be poor. Few motorists, although faithful in their attention to the cleaning of plugs and oil filters, and other routine engine adjustments, ever give thought to the possibility of a choked exhaust system. When 20,000 or 30,000 miles have been covered, the huge volume of exhaust fumes and smoke expelled in that distance will have left behind a large amount of soot and carbon deposit. The best method of removing this deposit is by dismantling the exhaust system and cleaning with a suitable wire brush. Where the length of pipe prevents the use of the brush, gentle tapping with a wooden mallet on the outside of the silencer pipe will dislodge the carbon.

The exhaust manifold should not be overlooked during the cleaning operations.

NEGLECTED TYRES.

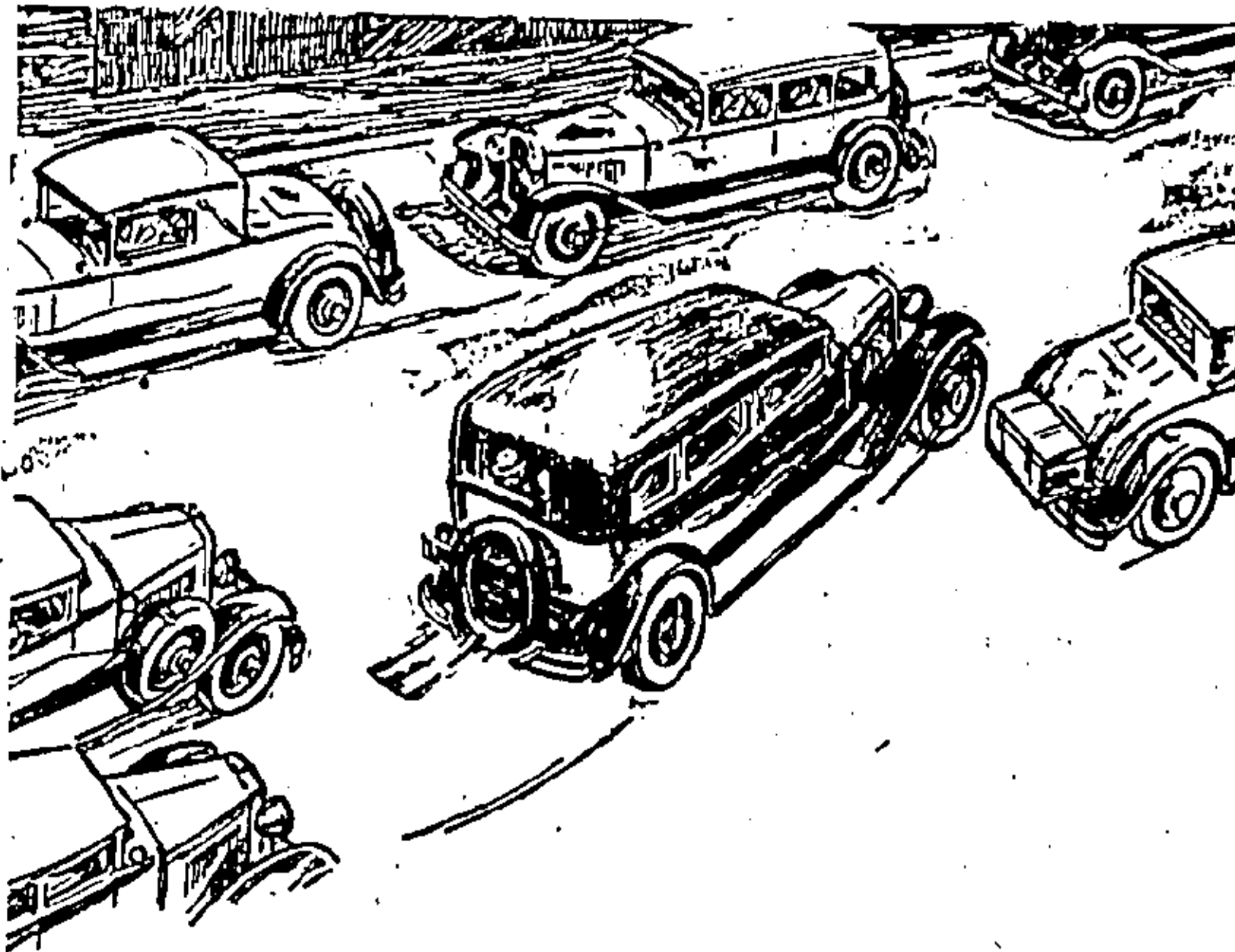
Examination of motor car wheels in any extensive parking area reveals that fully 80 per cent. of owner-drivers do not give proper attention to their tyres. No doubt many tyres are condemned



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THE KING'S CARS.

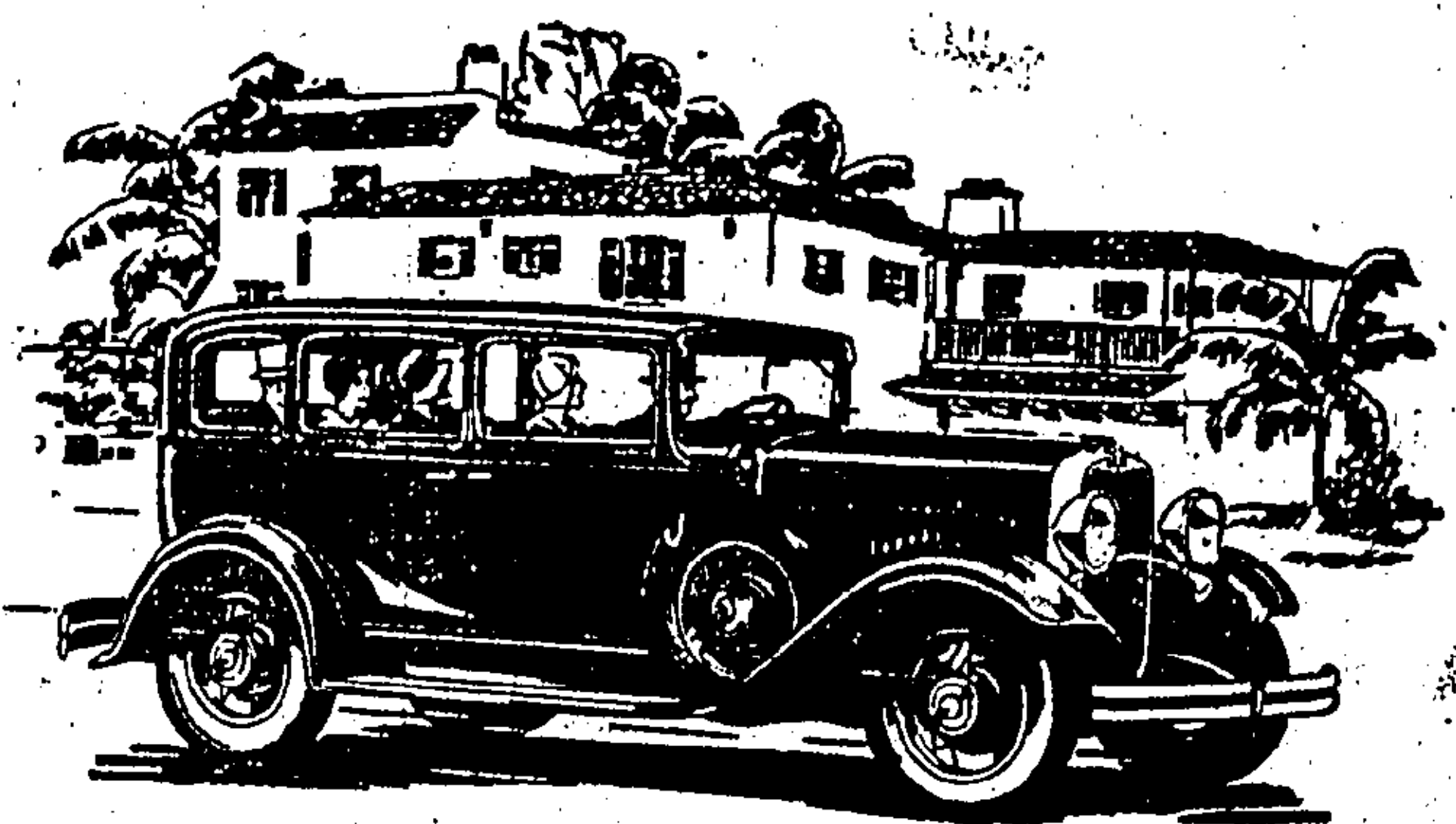
Motorists who see the King and Queen driving to engagements often ask why the King should use "old-fashioned" looking cars, for their high, heavy looking bodies, wide wings and running boards are in striking contrast to the long low lines of the modern sports saloon cars used by the Prince of Wales and his brothers. The answer to their question is simple—the Royal cars refuse to wear out. Six years ago the King and Queen decided to replace their cars with new models, but, even when the new cars were delivered, they had a slightly more sedate appearance than other cars of the same year. The King and Queen had been so pleased with the dignified appearance of their former cars that they ordered the new models to be equipped with exactly similar bodies, and the cars bought then are still in use to-day. So excellent were the materials and workmanship—all the Royal cars are, of course, entirely British made, that the cars to-day are every whit as comfortable and reliable as when they left the works.

Royal cars, it may be thought, load much easier lives than the runabouts of ordinary folk, but this is far from being the case. They are in use every day, and, although they receive the utmost attention in the Royal mews, when they are out "on duty" the cars frequently are handled roughly. Notoriety seekers for example, scratch names and initials on the bodywork and damage paint and varnish. Then, too, there are at frequent intervals high speed "empty" journeys to be made to Sandringham, or Balmoral, to meet the Royal train, when the cars must be there on time, as punctually and reliably as the express itself. Probably the Royal car mileage is as big annually as any in the country, and the cars must never fail. Only outwardly are the King's cars old-fashioned. Under the bonnets are the most modern of 12-cylinder engines, and in one at least the new British floating clutch device is shortly to be tested.

because their life is short, when, in reality, the fault lies with the owners of the cars. Incorrect inflation of tyres is probably the most common of the offences of motor car owners. In addition to the harmful effect of this on the tyres, the operating efficiency of the car is reduced. Under-inflation produces additional load on the engine and running gear, and if not correct causes sluggish engine performance, high petrol consumption, loss of power and hill-climbing ability, and abnormal wear on all moving parts.

A DEPENDABLE EIGHT

luxurious and economical



Owners of the Dodge Eight-in-Line find it a truly economical motor car. It has the dependability so typical of all Dodge cars. It requires little in attention or maintenance; delivers its smooth, vigorous power with surprisingly low fuel and oil consumption. The safe, silent Mono-Piece Steel

bodies are squeakproof, rattle-proof, exceptionally roomy and comfortable. The internal hydraulic brakes need no lubrication or equalising adjustments. In economy as well as in power and masterful performance, the Dodge Eight-in-Line is a sound choice for those who ask much of a motor car.

DODGE BROTHERS

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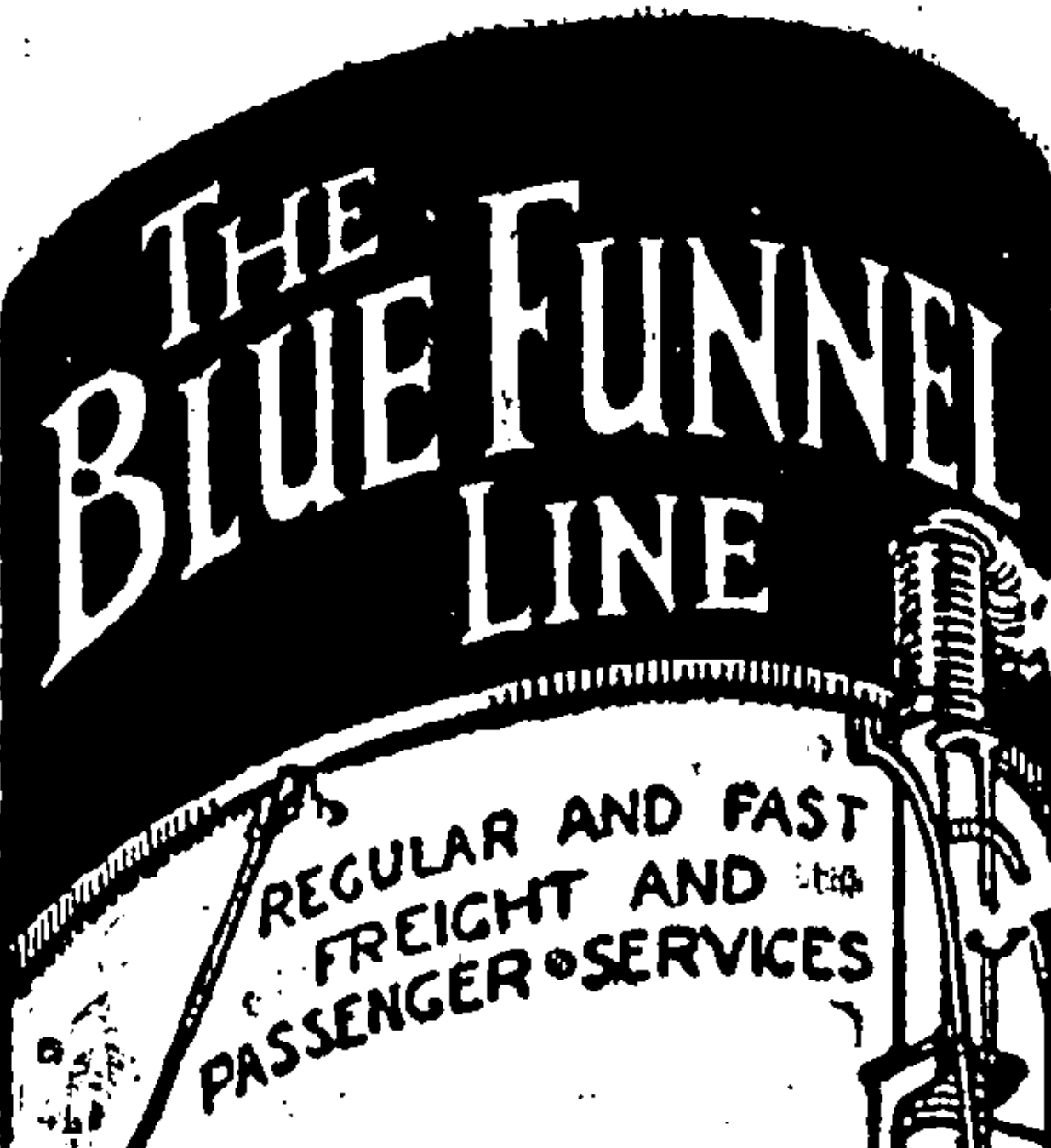
Thursday, January 29, 1931.
 Twelfth Moon, 11th Day.

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HONG KONG, THURSDAY, JANUARY 29, 1931.

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LONDON SERVICE.

"PHILOCTETES" 3rd Feb. For Marseilles, Casablanca, London, Rotterdam and Hamburg.
 "PATROCLUS" 16th Feb. For M'les, L'don, R'dam & Glasgow
LIVERPOOL SERVICE.

"LAOMEDON" 31st Jan. 4 p.m. For Havre, Liverpool and Glasgow
 "PELEUS" 20th Feb. For Genoa, Havre, L'pool and Glasgow
PACIFIC SERVICE.

(via KOBE & YOKOHAMA.)
 "TYNDAROS" 31st Jan. For Victoria, Vancouver & Seattle
 "PROTESILAUS" 21st Feb. For Victoria, Vancouver & Seattle
NEW YORK SERVICE.

"HELENUS" 4th Feb. For New York, Boston & Baltimore
 via Davao, Cebu, Manila & S'pore
INWARD SERVICE.

"EURYLOCHUS" Due 30th Jan. For Shanghai and Yokohama
 "ANTENOR" Due 6th Feb. For S'hai, Kobe and Y'hamo
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SENATE'S QUARREL WITH RED CROSS.

Furious at Refusal of Relief Fund.

OBJECTION TO PRINCIPLE

Washington, Yesterday. A tragicomic battle is in process between the Senate on the one hand and the American Red Cross and President Hoover on the other on the question of who shall relieve the 500,000 sufferers from drought in the agricultural States.
 Mr. J. B. Payne, head of the Red Cross, has announced that he will refuse the proposed relief fund of \$25,000,000 passed by the Senate. Both the Red Cross and Mr. Hoover maintain that the \$10,000,000 voluntary fund now being raised will be sufficient for relief purposes, and they object to the principle of Government appropriations for charitable purposes.
 The Senators are furious at the rebuff and threaten to appoint their own relief agencies and administer the appropriation if the House of Representatives passes it.—Reuter's American Service.

PRINCESS ILL.

KING'S AUNT MAINTAINS HER STRENGTH.

London, Yesterday. A bulletin issued to-day states that H.R.H. Princess Beatrice maintained her strength throughout the day.—Reuter.

[Princess Beatrice, who is the Aunt of H.M. King George, slipped in Kensington Palace on Monday and fractured her right forearm. Later she contracted acute bronchitis.]

Earlier News.
 Rugby, Yesterday. Princess Beatrice is expected to arrive in London to-morrow. The Princess was reported this morning to have had a comfortable night, but her general condition is dangerous.—British Wireless Service.

PRINCES' TOUR.

ROYAL BROTHERS NOW IN BERMUDA.

Bermuda, Yesterday. The Prince of Wales and Prince George have arrived here on their way to Buenos Aires, where they will open the British Industries Exhibition.—Reuter.

INFRINGEMENT OF COPYRIGHT.

Indian Editor Found Guilty in Lahore.

FIRST CASE IN PUNJAB.

Lahore, Yesterday. The question of copyright in news was raised in an action by the Associated Press of India against the Daily Siyasat, Lahore, for copying Associated Press news from the Tribune, Lahore, thus infringing the copyright existing in this particular news.
 The Magistrate decided that Mr. Inayatullah, the Editor, printer, and publisher of the Siyasat was guilty, and sentenced him to a fine of one rupee.
 This is the first case of its kind in the Punjab and only the second in India. In a previous case Reuter's successfully sued the Decan Herald, Poona, for a similar offence.—Reuter.

ALLEGED LARCENY.

CHARGES AGAINST GANG SUSPECTS.

ALL OWNERS NOT TRACED.

Several Chinese suspected of being members of a gang responsible for a series of burglaries in Kowloon were produced before Mr. H. R. Butters this morning, when a number of charges were preferred against them in various groups and individually.

Tsang Hin-wan, Shi Hon, and Wong Lu-wa, were charged with larceny, on January 12, of three pieces of clothing, three hair pins, a string of beads and a pair of silver nut crackers, worth together \$68.75, the property of Miss Ruth Wong, a teacher of 20, Pak Tai Street.

Tsang and Shi were alternately charged with receiving the above property knowing that it had been stolen.

Other Charges.
 All three were further charged with two others, Chan Fook and Man Ping-cheung, with larceny on January 11 of a teakwood box, two clocks, \$15 in money, and 13 pieces of clothing, total value \$84.20, the property of a stone breaker named Chan Fook (a namesake of fourth accused), who lives on the ground floor of 55, Ha Heung Road.

An alternative charge of receiving the above stolen property was preferred against the accused with the exception of Wong Lu-wa. Individual charges were preferred against two of the accused as under:—

SHIPS AND ILLICIT DRUG TRAFFIC.

No Japanese Vessels Used in 1930.

CHINA'S APPRECIATION.

Geneva, Yesterday. At a meeting of the Opium Committee, Sir Malcolm Delevingne pointed out the necessity of further control in order to prevent the chartering of ships for illicit traffic.
 Mr. Sato declared that the Japanese Government had introduced special regulations for the control of vessels transporting opium.
 Dr. Woo Kai-seng (China) expressed appreciation of the measures of the Japanese Government in that connection.
 Sir Malcolm Delevingne noted that presumably as a result of the new Japanese regulations no Japanese vessel in 1930 had been employed for the transport of opium from Persia to the Far East.—Reuter.

POWERS & BRITAIN.

NO REPLY FROM SINGAPORE TO TREATY.

London, Yesterday. In the House of Commons to-day the Rt. Hon. G. Lambert asked what were the views of the signatories of the Washington Treaty of 1922 about the "Preferential treatment to be accorded to Great Britain in the purchase of railway and other material."

Mr. Henderson replied that the text of settlement was sent to the signatories in November, but no communication had been received from them.

Boxer Indemnity.
 The Rt. Hon. G. Lambert's question in the House of Commons referred to the Boxer Indemnity.—Reuter.

ed against two of the accused as under:—

Tsang Hin-wan, receiving stolen property—a blanket and silk scarf; and Shi Hon, receiving an imitation leather box and a mosquito net, knowing that they had been stolen.

Apparently the owners of the property mentioned in these two charges have not been traced because no names of complainants or addresses of the burgled houses were given.
 All the accused denied the various charges preferred against them, and his Worship fixed the hearing of the case for February 5.

AMUSEMENTS

AT THE **QUEEN'S** TO-DAY TO SATURDAY
 AT 2.30, 5.10, 7.15 & 9.20.

Nothing but thrills when Milton Sills and Kenneth MacKenna battle over Dorothy MacKail in this swift story of a night club gangster due to go for a "ride."



MAN IN TROUBLE
 A FOX MOVIE TONE with
 DOROTHY MACKAIL
 MILTON SILLS
 KENNETH MACKENNA
 SHARON LYNN
 Story by Ben Ames Williams Directed by Berthold Viertel
 AN ALL TALKING PRODUCTION.

NEXT CHANGE

She Had Everything in the World Except Love!



Greta **GARBO**
 in Her Talking Successor to "Anna Christie"
ROMANCE
 CLARENCE BROVINS production with LEWIS STONE



AT THE **STAR** TO-DAY TO SATURDAY
 AT 2.30, 5.10, 7.15 & 9.20.

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TO-DAY TO SATURDAY
 Daily at 2.30, 5.10, 7.15 & 9.20 p.m.

GEORGE BANCROFT

A Tense Drama of Life and Love Outside the Law



NEXT CHANGE

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TO-DAY — SATURDAY

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Her Private Life